

Domestic Intelligence Division

INFORMATIVE NOTE

Date 2/16/61

Legat, Paris requested Bureau cable any information in Bureau files re Dr. Howard Lily, Corning, NY, victim in Sabrena Airline crash, Brussels, Belgium, 2/15/61. Bureau files contain no record identifiable with Lily. Identification Division has 3 fingerprint cards re Dr. Howard Russell Lilley submitted by Atomic Energy Commission. Identification Division advised Legat, Paris of data contained in fingerprint cards by cable.

**ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED**

DATE 9/9/81 **BY** SP-8 BTJ/mk

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DECODED COPY

Tolson ✓
 Mohr ✓
 Parsons ✓
 Belmont ✓
 Callahan ✓
 Conrad ✓
 DeLoach ✓
 Malone ✓
 McGuire ✓

b6
b7C☐ Airgram☒ Cablegram

Evans ✓
 W. C. Sullivan ✓
 Tele. Room ✓
 Ingram ✓
 Gandy ✓

VERY URGENT 2-15-61

TO DIRECTOR

FROM LEGAT PARIS NO. 989

CRASH OF SABENA AIRLINES, FLIGHT FROM NEW YORK, BRUSSELS, BELGIUM FEBRUARY 15 INSTANT, PC FM. LIAISON ESTABLISHED WITH U.S. EMBASSY, BRUSSELS AND BRUSSELS POLICE RELATIVE TO CAPTIONED DISASTER. OFFER OF ALL POSSIBLE ASSISTANCE EXTENDED. EMBASSY ADVISES BODIES OF VICTIMS MUTILATED TO POINT FINGERPRINT IDENTIFICATION IMPOSSIBLE. VICTIMS TOTAL 73 INCLUDING 49 U.S. CITIZENS. NO EVIDENCE OF SABOTAGE TO DATE. EMBASSY REQUESTS SUMMARY ANY IDENTIFYING DATA AVAILABLE TO BUREAU RELATIVE TO DR. HOWARD LILY, CORNING, NEW YORK AGE APPROXIMATELY 59 REPORTEDLY PROMINENT AMERICAN PHYSICIST WHO PERISHED IN CRASH. AIRCRAFT AT TIME OF CRASH WAS CARRYING SHIPMENT UNCLASSIFIED MAIL FOR EMBASSY BRUSSELS. ALL MAIL RECOVERED WITH EXCEPTION OF ONE SACK AND EFFORTS TO LOCATE SAME CONTINUING. TWELVE BODIES IDENTIFIED TO DATE AND EFFORTS BY BELGTIAN POLICE TO IDENTIFY REMAINDER CONTINUING ON BASIS OF LAUNDRY MARKS, DENTAL EXAMINATION AND THROUGH PERSONAL EFFECTS. PLEASE SUGAB ANY AVAILABLE DATA CONCERNING IDENTITY OF DR. LILY.

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RECEIVED: 2-15-61

8:19 PM

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* Police Cooperation

FEB 23 1961

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By

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DATE

9/9/81

BY SP-8BTJ

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
FEB 15 1961
TELETYPE

Mr. Tolson	✓
Mr. Parsons	✓
Mr. Mohr	✓
Mr. Belmont	
Mr. Callahan	
Mr. Conrad	
Mr. DeLoach	
Mr. Evans	
Mr. Malone	
Mr. Rosen	
Mr. Tavel	✓
Mr. Trotter	✓
Mr. W.C. Sullivan	
Tele. Room	
Mr. Ingram	
Miss Gandy	

URGENT 2-15-61 3-35 PM EAE

TO DIRECTOR, FBI /8/
FROM SAC, NEW YORK

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT

BRUSSELS, BELGIUM, TWO FIFTEEN SIXTY ONE, IDENTIFICATION
MATTER. THE FOLLOWING LIST OF FOREIGN NATIONALS COMPLETES
PASSENGER LIST ABOARD INSTANT FLIGHT.. DOMINIQUE VERNIER
DASH FRENCH, ONE SIX FIVE AVENUE DU PARC, MOUSCRON, BELGIUM.,
BOESCH OTMAR DASH SWISS, EIGHT ZERO FOUR NINETH AVENUE,
SEATTLE, WASHINGTON., MEDINA FRANCISCO DASH NICARAGUAN, SIX
NINE ZERO GARLAND AVENUE, WINNETKA, ILLINOIS., VERBRUGGEN
GERMAINE DASH BELGIAN, SEVENTEEN RUE DE LA SCIENCE, BRUSSELS.,
HERSCHKOWICZ JACOB DASH BELGIAN, NINE ONE DASH TEN THIRTY SECOND
AVENUE, JACKSON HEIGHTS, NEW YORK., MAES VICTOR DASH
CANADIAN, THREE VANESSA, ONTARIO, CANADA., DEPRINCE MARCELLIN
DASH BELGIAN, ZEELAAN ONE THREE FOUR DE PANNE, BELGIUM.,
ROBINSON JACQUELINE DASH BELGIAN, ELEVENTH ST. WINONA LAKE,
IND., VERBRUGGEN JEAN L.R. DASH BELGIAN, SEVENTEEN RUE DE
LA SCIENCE, BRUSSELS., OFFERGELT FRANZ DASH GERMAN, ONE TWO
ZERO RUE PREPERT, HANSET, BELGIUM., BALTEAU PIERRE DASH
BELGIAN, TWO THREE SEVEN WEED AVENUE, STAMFORD, CONN.,
RAULIER ROBERT DASH BELGIAN, ONE FOUR FOUR CHAUSSEE DE BOITSFORT,
BRUSSELS.

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DATE 9/9/81 BY SP-083/ma

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67 MAR 13 1961
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FEB 23 1961

cc: Mr. Trotter

CREW

C1 MARCEL DE MAYER - Steward
C2 PAUL DE VOS - Steward
C3 LUCIEN EDOUARD - Flight Engineer
C4 JEAN KINT - Navigator
C5 Captain LOUIS LAMBRECHTS - Pilot
C6 JACQUELINE ROMBAUT - Air Hostess
C7 JEAN ROY - Co-pilot
C8 JACQUELINE TRULLEMANS - Air Hostess
C9 PIERRE VANDENBUSCHE - Steward
C10 HENRI VERNIMMEN - Steward
C11 ROBERT VOLEPPE - Steward

120115 15 11 11 01

F B I

Date: 2/16/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)TO: DIRECTOR, FBI
(IDENTIFICATION DIVISION)
ATTENTION: INSPECTOR

FROM: SAC, NEW YORK (62-12507)

SUBJECT: CRASH OF SABENA AIRLINES JET, FLIGHT 548,
Brussels, Belgium, 2/15/61
IDENTIFICATION MATTERS

Attached hereto is a copy of the passenger and crew list on captioned plane.

The handwritten numbers preceding the names of the passengers represent the alphabetical order of their names and are identical with those on the list furnished to Assistant Director TROTTER.

The typewritten numbers preceding the passenger names represent the order in which the names appear on Sabena's passenger list.

**ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mc**

4 - Bureau

(1 - Identification Division, Attention: Inspector (Encl.))

1 - New York (62-12507)

HLG:mzg
(6)

ENCLOSURE

EX 10
REC-72

64-48477-3

FEB 18 1961

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b7CApproved: *[Signature]*

Sent _____

M

Per *[Signature]*

Special Agent in Charge

67 MAR 13 1961

~~2/16~~ 2/17/61

PLAIN TEXT

TELETYPE

URGENT

TO: SAC, NEW YORK CITY

FROM: SAC, PORTLAND

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS, BELGIUM, TWO FIFTEEN SIXTYONE, IDENTIFICATION MATTERS, OO-NEW YORK.

DENTAL CHARTS OF VICTIMS MRS. RAY HADLEY, ILA RAY HADLEY AND RAY ELLIS HADLEY, JR., OBTAINED FROM [REDACTED] DENTIST, ALBANY, OREGON BEING TRANSMITTED BY PILOT, UNITED AIRLINES FLIGHT EIGHT THREE EIGHT, DUE IDLEWILD AIRPORT, NEW YORK CITY, EIGHT FORTYFIVE PM SEVENTEENTH INSTANT. THIS IS FIRST EASTBOUND FLIGHT FROM PORTLAND. BUREAU ADVISED AM. NEW YORK MEET FLIGHT AND HANDLE.

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RES

1- Bureau (AM)

(2)

Portland file 62-2458

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64- 48477 -
NOT RECORDED

26 FEB 18 1961
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67 MAR 13 1961

PASSENGER LIST - SN548 OF FEBRUARY 14, 1961

BI #

FBI #

(11) 1. Dominique Vernier - French 165 Av. du Parc Mouscron Belgium	(39) 17. Owen, Maribel - U.S. same
(5) 2. Campbell, Ann - U.S. 6724 Tujunga Avenue North Hollywood, California	(41) 18. Pierce, Dallas - U.S. 4430 Wycombe Lane Indianapolis, Ind.
(6) 3. Campbell, Roger - U.S. same	(44) 19. Ramsay, Douglas - U.S. 14675 Rutland Rd. Detroit, Michigan
(7) 4. Carrier, Dona - U.S. 6607 Bakman Avenue North Hollywood, California	(46) 20. Richards, Dudley - U.S. 11 Bay State Rd. Boston, Mass.
(9) 5. Dineen, Patricia - U.S. 433 West 34th St. New York, New York	(49) 21. Ryan, Daniel - U.S. 3702 Lorrain Rd. Indianapolis, Ind.
(10) 6. Dineen, Robert - U.S. same	(52) 22. Sherbloom, Diane - U.S. 10816 Lanier St. Los Angeles, Cal.
(21) 7. Hickox, Laurie - U.S. 1535 Mesita St. Colorado Springs, Colorado	(51) 23. Schoidan, James - U.S. 1308 Hermosa Way Colorado Springs, Col.
(22) 8. Hickox, William - U.S. same	(50) 24. Schoidan, Edward - U.S. Same
(24) 9. Kelley, Gregory, - U.S. 1032 Centre St. Newton Ctr. Mass.	(56) 25. Swallender, Carl - U.S. 18264 Westland Southfield, Michigan
(25) 10. Kelley, Nathalie - U.S. same	(60) 26. Westerfeld, Stephanie - U.S. 600 Cheyenne Blvd. Colorado Springs, Colorado
(26) 11. Kipp, William - U.S. 8749 E. Imperial Downey, California	(59) 27. Westerfeld, Sharon - U.S. Same
(31) 12. Lord, Bradley - U.S. 140 Hampden St. Swampscott, Mass.	(42) 28. Powell, Walter - U.S. 725 So. Skinker Blvd. St. Louis, Mo.
(34) 13. McMinn, Deane - U.S. 2248 - 247 St. Lomita, California	(15) 29. Hadley, Ila - U.S. 10503 23rd Avenue Seattle, Washington
(35) 14. Michelson, Rhode - U.S. 21808 McHelen Ave. Long Beach, California	(14) 30. Hadley, Alrah - U.S. same
(38) 15. Owen, Laurence - U.S. 195 High St. Winchester, Mass.	(16) 31. Hadley, Ray - U.S. same
(40) 16. Owen, Maribel V. - U.S. 195 High St. Winchester, Mass.	(29) 32. Lemoine, Juanita - U.S. 2901 Castigetione St. New Orleans, La.

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DATE 9/9/81 BY SP-8BTS/mw

PASSENGER LIST - SN548 OF FEBRUARY 14, 1961

*Identified by
Bolton in
In Brussels*

FBI #

FBI #

33. Dayton, Alexander - U.S.
Box 162
Olney, Texas

47. Medina, Francisco C. - Nicaraguan
690 Garland Ave.
Winnetka, Illinois

34. Young, George W. - U.S.
302 S. Ave. G
Olney, Texas

48. Lillie, Howard R. - U.S.
191 Delevan Ave.
Corning, N. Y.

35. Pozzuolo, Margaret - U.S.
821 Blythe Ave.
Drexel Hill, Penna.

49. Kellett, Harold G. - U.S.
270 Bronxville Rd.
Bronxville, N. Y.

36. Soria, Martin S. - U.S.
1626 Ann ~~St.~~
East Lansing, Mich.

50. Verbruggen, Jean L.R. - Belgian
17 Rue de la Science
Brussels, Belgium

37. Lemaire, Edward - U.S.
Sunset Lane
Rye, New York

51. Verbruggen, Germaine - Belgian
17 Rue de la Science
Brussels, Belgium

38. Lemaire, Richard - U.S.
Sunset Lane
Rye, New York

52. Silberstein, Max - U.S.
18 Manitou Rd.
Westport, Conn.

39. Hartshorne, Harold - U.S.
31 East 79th St.
New York, N. Y.

53. Herschkowicz - Belgian, JACOB
91-10 32 Ave.
Jackson Hgts., New York

40. Hartshorne, Louisa - U.S.
31 East 79th St.
New York, N. Y.

54. Offergelt, Franz, J. - German
Windsor Hotel
Seattle, Washington

41. Boesch, Otmar - Swiss
804 9th Ave.
Seattle, Washington

55. Maes, Victor - Canadian
In Transit

42. Baginski, Julian - U.S.
2 Dorchester Rd.
Englewood Cliff, N. J.

56. Balteau, Pierre - Belgian
237 Weed Ave.
Stamford, Conn.

43. Myers, Herbert - U.S.
67 Smunn Ave.
East Orange, N. J.

57. Deprince, Marcellin - Belgian
French Line - 17 State St.
New York, N. Y.

44. Duke, Iris - U.S.
4916 Van Delia
Dallas, Texas

58. Raulier, Robert - Belgian
Brown Hotel
Louisville, Kentucky

45. Foster, Linda - U.S.
4916 Van Delia
Dallas, Texas

59. Robinson, Jacqueline D. - Belgian
11th St.
Winona Lake, Indiana

46. Herring, Maurice - U.S.
4916 Van Delia
Dallas, Texas

60. Stopp, Robert - U.S.
Member U.S. Armed Forces
No Address Available

61. Robinson, Richard - U.S.
Member U.S. Armed Forces to Brussels
No Address Available

F B I

Date: 2/17/61

Transmit the following in PLAIN TEXT
(Type in plain text or code)Via TELETYPE URGENT
(Priority or Method of Mailing)

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W. A. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

TO: DIRECTOR, FBI, AND SAC, NEW YORK /62-12507/
 FROM: SAC, WASHINGTON FIELD /32-new/
 CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS, BELGIUM, TWO FIFTEEN SIXTY ONE, IDENTIFICATION MATTERS. OO
 NEW YORK. RE PHILADELPHIA TEL FEBRUARY SEVENTEEN INSTANT.

 NATIONAL SECURITY OFFICER, AMERICAN RED CROSS,
 UNABLE TO LOCATE ANY RECORD OF VICTIM MARGARET LOVERING
 POZZUOLO EMPLOYED WITH AMERICAN RED CROSS. IF EMPLOYED IN
 MUNICH ALL RECORDS PERTAINING TO SUCH EMPLOYMENT WOULD BE
 LOCATED IN MUNICH. RUC.

3 - Bureau
 1 - Teletype Unit
 1 - WFO
 RLS: SKF
 (5)

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 DATE 9/9/81 BY SP-8BTJ/mh

REC-72

FEB 23 1961

64-48477-4

ONE

Approved: [Signature]
 Special Agent in Charge

Sent _____ M Per _____

67 MAR 13 1961

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FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 17 1961

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

URGENT 2-17-61 3-12 PM EST BAH

TO DIRECTOR, FBI, SAC, NEW YORK /62-12507/, SAC, WASHINGTON FIELD

FROM SAC, PHILADELPHIA /32-196/

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS, BELGIUM,
TWO FIFTEEN SIXTY ONE, IDENTIFICATION MATTERS. OO NY. RE NY TEL TWO
SEVENTEEN SIXTYONE. [REDACTED] VICTIM MARGARET

LOVERING POZZUOLO, PASSENGER NUMBER THIRTY FIVE, ADVISES [REDACTED] EMPLOYED
AMERICAN NATIONAL RED CROSS, MUNICH, GERMANY, JULY THROUGH DECEMBER
SIXTY. POSSIBILITY VICTIM FINGERPRINTED THROUGH THIS EMPLOYMENT. VICTIM
WHITE FEMALE BORN NINE NINE FORTY, PHILADELPHIA, PA. WFO ASCERTAIN
IF PRINTS AVAILABLE NATIONAL HEADQUARTERS, AMERICAN RED CROSS, WASHINGTON,
D. C. OBTAIN AND FORWARD TO NY DIVISION AIR MAIL SPECIAL DELIVERY FOR
FORWARDING TO ASSISTANT DIRECTOR TROTTER IN BRUSSELS, BELGIUM.

END AND ACK PLS

-38 3-16 PM OK FBI WA JDS

NY OM OK FBI NY AMP

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FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 17 1961

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
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Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

URGENT 2-17-61 5-20 PM EST ABC

TO DIRECTOR, FBI AND SAC, NEW YORK /62-12507/
FROM SAC, PHILADELPHIA /32-196/ 1P

CRASH OF SABENA AIRLINES JET FLIGHT FIVE FOUR EIGHT, BRUSSELS,
BELGIUM, TWO FIFTEEN SIXTYONE, IDENTIFICATION MATTER. OO NY.
RE NY TEL TWO SEVENTEEN. COPY OF DENTAL CHART OF MARGARET LOVERING
POZZUOLO, PASSENGER NUMBER THIRTY FIVE, BEING FORWARDED SPECIAL DELIVERY
NEW YORK TODAY.

END AND ACK PLS

WA 5-22 PM OK FBI WA JDS

NY OK FBI NY JFA

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*Dental charts returned
JEB LFRS*

64-48477-6

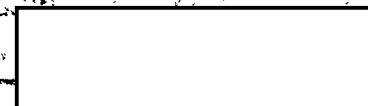
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FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 17 1961

TELETYPE

Mr. Tolson	
Mr. Parsons	
Mr. Mohr	
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Mr. DeLoach	
Mr. Evans	
Mr. Malone	
Mr. Rosen	
Mr. Tavel	
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Tele. Room	
Mr. Ingram	
Miss Gandy	

IDENT DOB + SERIAL NUMBER
PRINTS ALREADY SENT

URGENT 2-17-61 2-36 PM PST MJB

TO DIRECTOR AND SAC, NEW YORK
FROM SAC, SEATTLE /32-106/ 1P

CRASH SABENA AIRLINES FLIGHT FIVE FOUR EIGHT, BRUSSELS, BELGIUM,
FEB. FIFTEEN LAST, IDENTIFICATION MATTER. OO- NY. RE NY TEL TO
SEATTLE TODAY. VICTIM ALVAH L. H. HADLEY OF SEATTLE SERVED IN
WAC, SERIAL NO. W A EIGHT SIX ZERO EIGHT ONE SEVEN ZERO, DISCHARGED
AS PFC APRIL TWENTYTHREE, NINETEEN FIFTYFOUR. IDENTIFICATION DIV.
OBTAIN FINGERPRINT CARD AND PLACE ON FIRST NY BOUND PLANE IN
CUSTODY OF PILOT AND SUTEL NY OFFICE OF TIME AND PLACE OF PLANE-S
ARRIVAL IN NYC. FINGERPRINTS TO BE FORWARDED BY NY OFFICE TO
BELGIUM CARE OF ASST. DIRECTOR TROTTER. EXPEDITE.
END AND ACK PLS

WA 5-38 PM RAXX OK FBI WA RAM
NY OK FBI NY JLW

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By

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FEB 23 1961

67 MAR 13 1961

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FEB 17 1961

TELETYPE

Mr. Tolson _____
Mr. Parsons _____
Mr. Mohr _____
Mr. Belmont _____
Mr. Callahan _____
Mr. Conrad _____
Mr. DeLoach _____
Mr. Evans _____
Mr. Malone _____
Mr. Rosen _____
Mr. Tavel _____
Mr. Trotter _____
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Tele. Room _____
Mr. Ingram _____
Miss Gandy _____

DAYTON ALEXANDER, RESIDING THROCKMORTON HIGHWAY, OLNEY, TEXAS TELEPHONE SEVEN THREE SIX DASH W FURNISHED FOLLOWING INFO CONCERN-
[REDACTED] FULL NAME IS DAYTON MARION ALEXANDER, BORN PERRIN, TEX., DEC. TEN, NINETEEN TWENTYFIVE, FIVE FEET TEN INCHES, TWO HUNDRED AND FIVE LBS., DARK BROWN CURLY HAIR, BLUE EYES, HAD FOLLOWING SCARS AND MARKS--RIGHT SIDE OF FACE WAS REBUILT THROUGH PLASTIC SURGERY, INCLUDES NOSE AND RIGHT EYE., WAS NO VISION IN RIGHT EYE., LARGE SCARS ON LEFT FOREARM AND THE LEFT SIDE AS RESULT OF SKIN GRAFTS., FRESH OPERATION SCAR ON TIP OF RIGHT EAR., A THREE FOURTHS CUT SCAR ON INSIDE OF RIGHT MIDDLE FINGER ON FIRST AND SECOND JOINTS., AND LEFT EAR LOBE IS PIERCED FOR AN EAR RING. SHE BELIEVES THERE IS SMALL METAL PLATE IN CENTER OF HIS FOREHEAD AS RESULT OF WAR WOUNDS. HE HAD DENTAL WORK DONE WHILE IN MILITARY SERVICE AND THROUGH VA. HE RESIDED AT ABOVE ADDRESS, THROCKMORTON HIGHWAY,

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13 FEB 23 1961

67 MAR 13 1967

PAGE TWO

OLNEY. BUSINESS ADDRESS WAS TO HAVE BEEN BENGHAZI, LIBYA. HE WAS TO WORK FOR OIL FIELD CONTRACTORS DOING OIL FIELD CONSTRUCTION AND ADDRESS OF EMPLOYER WAS PO BOX THREE ONE FOUR, BENGHAZI, LIBYA. HE WAS A PROTESTANT., SERVED IN US MARINE CORPS, HAVEING MARINE CORPS SERIAL NO. FIVE SEVEN THREE ZERO SEVEN ZERO. ALSO HAD VETERANS C NO. SIX ONE SIX FOUR FIVE EIGHT SIX, AND SOCIAL SECURITY NO. FOUR SIX SIX DASH TWO TWO DASH SEVEN TWO EIGHT TWO. HE HAD BEEN PATIENT AT DALLAS VA HOSPITAL, MOST RECENTLY IN FORTYNINE, FOR PLASTIC SURGERY AND ALSO IN OAKLAND, CALIF. VA HOSPITAL. CLOTHING CONSISTED OF BROWN TWEED PANTS, WHITE AND BROWN WESTERN SHIRT, EIGHT PAIRS OF KHAKIS, THREE ADDITIONAL WESTERN SHIRTS, BLACK COWBOY BOOTS, INSULATED HUNTING BOOTS, AND STEEL TOED DRILLERS BOOTS. ONLY JEWELRY KNOWN TO HAVE BEEN IN HIS POSSESSION WAS A WRIST WATCH, WYLER BRAND, WITH NYLON BAND. THIS WATCH WAS SCRATCHED INSIDE THE CASE L THREE THREE NINE SIX AND ON THE OUTSIDE BACK OF THE CASE WAS PRINTED ONE NINE FOUR NINE ONE "BREVET". [REDACTED] REQUESTED SHE BE CONTACTED RE ANY FUNERAL ARRANGEMENTS. ON THIS DATE [REDACTED] ^{#61} GEORGE WILLIAM

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PAGE THREE

YOUNG, THREE ZERO TWO S. AVE. G, TELEPHONE FIVE SIX ONE, OLNEY, TEX. ADVISED [REDACTED] HAS ALSO USED NAME GEROGE WILL YOUNG. STATED HE WAS BORN OCT. TWENTYSEVEN, ELEVEN, RANDOLPH COUNTY, ALA., FIVE FEET ELEVEN INCHES, ONE HUNDRED EIGHTY LBS., DARK BROWN HAIR, BROWN EYES, AND HAS FOLLOWING SCARS AND MARKS--A FRACTURE OF RIGHT SHOULDER AND COMPOUND FRACTURE OF RIGHT FOREARM WITH RESULTING SCAR ON FOREARM., RIGHT INDEX FINGER CUTT OFF AT ROOT OF FINGERNAIL., TWO INCH SCAR ON BACK OF HEAD SLIGHTLY TO LEFT., SOLID GOLD BRIDGE CONTAINING FIVE MOLARS ON UPPER OR LOWER JAW. [REDACTED] ADVISED [REDACTED] ALSO HAD AN ADDITIONAL FIVE MOLARS MISSING ON SIDE OPPOSITE THE BRIDGE. STATED HE HAD HAD DENTAL WORK DONE IN FRANCE. ADVISED HE ALSO HAD GOLD CROWN ON ONE OF HIS UPPER FRONT TEETH. ADVISED HE WAS IN US NAVY ABOUT FORTYFOUR FOR PERIOD OF THREE MONTHS AND RECEIVED MEDICAL DISCHARGE AT US NAVY HOSPITAL, SAN DIEGO, CALIF. AND HAD USN SN NINE EIGHT SIX SIX FOUR EIGHT SIX. HE HAS ALSO BEEN EMPLOYED AT FOLLOWING DEFENSE WORKS., OAK RIDGE, TENN., A MUNITIONS PLANT IN EL DORADO, ARK., ALSO NORTH

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PAGE FOUR

AMERICAN AIRCRAFT CO., DALLAS, TEXAS. THIS EMPLOYMENT ABOUT NINETEEN FORTYFOUR OR FORTYFIVE. STATED YOUNG WAS WEARING FOREIGN MADE WRIST WATCH ON LEFT WRIST WHICH HE HAD PURCHASED IN FRANCE. THIS HAD ROUND FACE WHICH SHE BELIEVED WAS BLACK AND METAL BAND. BOTH WATCH AND BAND WERE STAINLESS STEEL. HE WAS CARRYING CIGARETTE LIGHTER WITH CLERK PLASTIC BOTTOM. WAS ALSO CARRYING TWO PAIRS OF GLASSES, WHICH HE WORE FOR READING, ONE PAIR CARRIED INSIDE COAT JACKET AND AN EXTRA PAIR IN LUGGAGE. HIS CLOTHING CONSISTED OF LIGHT BLUE SMALL CHECKED SUIT, SIX SUITS OF KHAKIS, TWO PAIRS OF BLUE DENIM OVERALLS, ONE DENIM JUMPER, A SPORT JACKET, FIVE PAIRS OF SLACKS, FIVE SPORT SHIRTS, ONE PAIR OF STEEL TOED WORK BOOTS. [REDACTED] ADVISED SUIT WHICH [REDACTED] WORE HAD BEEN MADE TO ORDER BY AN UNRECALLED FIRM IN DALLAS TEX. SHE STATED [REDACTED] WAS EMPLOYED AS OIL FIELD WORKER AND HAD BEEN HIRED BY THE OIL FIELD CONTRCTORS, PO BOX THREE ONE FOUR, BENGHAZI, LIBYA, TO WORK IN LIBYA. ADVISED HIS SOCIAL SECURITY NO. WAS FOUR FIVE SEVEN DASH ZERO SEVEN DASH ZERO THREE ONE FIVE. [REDACTED] ADVISED [REDACTED] WAS PROTESTANT AND REQUESTED TO BE CONTACTED RE ANY FUNERAL ARRANGEMENTS. RUC.

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END ACK IN ORD

WA 6-08 PM OK FBI WA JS

NY OK FBI NY JLW

TU DISC

F B I

Date: 2/17/61

Transmit the following in A I R T E L
(Type in plain text or code)Via S P E C I A L D E L I V E R Y
(Priority or Method of Mailing)

TO: DIRECTOR, FBI

FROM: SAC, PHILADELPHIA (32-196)

SUBJECT: CRASH OF SABENA AIRLINES JET,
FLIGHT 548, BRUSSELS, BELGIUM,
2/15/61
IDENTIFICATION MATTERS
OO - New York

Re New York tels 2/16 and 2/17/61.

On 2/17/61, [REDACTED]

Sabena Belgian World Airlines, 1702 Pennsylvania Boulevard, Philadelphia, Pa., furnished the following information concerning MARGARET LOVERING POZZUOLO that he had obtained to SA [REDACTED]. This information was also verified by SA [REDACTED] through victim's [REDACTED].

Victim POZZUOLO's [REDACTED]

furnished following description:

Date of Birth: 9/9/40, University of Pennsylvania Hospital, Philadelphia, Pa.

Sex: Female

Race: White

Height: 5'5"

Weight: 118 pounds

Build: Medium

Hair: Dark

Shoe size: Six

Hosiery size: Nine and one-half

Physical condition: Five months pregnant

Religion: Methodist

Scars and Marks: None

Wick
3 - Bureau

2 - New York (Encl. 1)
1 - Philadelphia (32-196)

JLA:FPH
(6)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP8BTJ/mad

ONE

Approved: [Signature]

Sent _____ M Per _____

Special Agent in Charge

67 MAR 13 1961

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F B I

Date: 2/17/61

Transmit the following in _____
(Type in plain text or code)Via _____
(Priority or Method of Mailing)

PH 32-196

MARGARET LOVERING POZZUOLO, born 9/9/40, University of Pennsylvania Hospital, Philadelphia, Pa., graduated John Bartram High School, Philadelphia, class of 1958, previously employed Girard Trust Corn Exchange Bank, Philadelphia, and American National Red Cross, Munich, Germany, July 1960 - December 1960. No known fingerprints of victim POZZUOLO available, however, dental charts of victim could be obtained through [REDACTED]

b6
b7C

Victim's [REDACTED] advised at time of departure victim POZZUOLO wearing blue black manmade fur coat, trade name Furgem, purchased from Gimbel's of Philadelphia. Also wearing maternity outfit, white blouse over green skirt with label "Ma To Be," also purchased Gimbel's. Wearing shoes size six, stockings size nine and one-half. Jewelry worn at time of departure described as necklace with small diamond, a gold wedding band and a John Bartram high school ring, class of 1958.

On 2/17/61, [REDACTED] Personnel Department, Girard Trust Corn Exchange Bank, Broad and Chestnut Streets, Philadelphia, advised MARGARET LOVERING POZZUOLO formerly employed by his bank was not fingerprinted at time of employment.

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On 2/17/61, [REDACTED] Southeastern Pennsylvania Chapter, American Red Cross, advised MARGARET LOVERING POZZUOLO not known to him but if employed by Red Cross in overseas installation felt sure employee would have been fingerprinted and prints would be available through National Headquarters, American National Red Cross, 17th and "D" Streets, Washington, D.C.

b6
b7C

On 2/17/61, [REDACTED], made available to SA [REDACTED] a copy of the dental record chart of PEGGY LOVERING, 821 Blythe Avenue, Drexel Hill, Pa., identical with victim MARGARET LOVERING POZZUOLO. The copy of this chart is being forwarded to the New York Office as an enclosure to this airtel for forwarding to Assistant Director TROTTER in Brussels, Belgium.

Approved: _____
Special Agent in Charge

- 2 -
Sent _____

M Per _____

F B I

Date: 2/17/61

Transmit the following in _____
(Type in plain text or code)Via _____
(Priority or Method of Mailing)

PH 32-196

On 2/17/61, [redacted]
University of Pennsylvania Hospital, 36th and Spruce Streets,
advised that the official medical records of the University
of Pennsylvania Hospital contained footprints of MARGARET
LOVERING, who was born at that hospital on 9/9/40. [redacted]
[redacted] said these prints, as a part of the medical record of
the hospital, according to State law, would be available
only through issuance of a subpoena.

b6
b7C

These prints as reviewed by SA [redacted]
a field fingerprint instructor, reflect some ridge detail
and although not good, might be possible to effect identi-
fication if compared with a good set of known prints.

No action will be taken by the Philadelphia
Division to attempt to obtain a subpoena for these prints
unless advised by the Bureau. If so advised, it would not
be possible to obtain subpoena until 2/20/61.

a.



2/14/58
2/18
Phone Phila
to re contact
8 get photos.
send NYC
Bureau
in view of
subsequent dev.
P.

- 3 -

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 18 1961

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	✓
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

URGENT 2-17-61 11-00PM KS

TO DIRECTOR, FBI SAC, NEW YORK 62-12507 3P
FROM SAC LOS ANGELES
CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT,

BRUSSELS, BELGIUM, FEBRUARY FIFTEEN LAST, IDENTIFICATION

MATTERS. RE NEW YORK TELS FEBRUARY SEVENTEEN INSTANT.

DENTAL CHART AND EX DASH RAYS OF VICTIM RHODE LEE MICHELSON

OBTAINED FROM [REDACTED]

BEING FORWARDED NEW YORK. [REDACTED]

[REDACTED] ADVISED VICTIM DEAN MC MINN HAD COMPLETE DENTURES

AND NOT NUMBERED. PHOTOGRAPHIC COPY OF INFANT FOOTPRINTS

OF VICTIM DIAME SHERBLOOM OBTAINED FROM QUEEN OF ANGELES

HOSPITAL AND BEING FORWARDED NEW YORK. NO FINGERPRINTS

OF SHERBLOOM AVAILABLE AT HOSPITAL OR PACIFIC TELEPHONE AND

TELEGRAPH, CULVER CITY, CALIFORNIA. NO FINGERPRINTS

OR FOOTPRINTS AVAILABLE FOR VICTIM MICHELSON BORN CHRISTINE

LEE DOMBROWSKI AT ST. MARYS HOSPITAL OR BUREAU OF VITAL

STATISTICS, LONG BEACH, CALIFORNIA. [REDACTED] LOS ANGELES

END PAGE ONE

REC-50

FEB 23 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE

9/9/81

BY SP8 BTJ/mc

ONE

67 MAR 13 1961

PAGE TWO

REPRESENTATIVE OF SABENA AIRLINES FURNISHED COMPLETE BACKGROUND AND IDENTIFYING INFORMATION CONCERNING EACH VICTIM EXCEPT WILLIAM KEPPS OBTAINED FROM INTERVIEW OF NEXT OF KIN AND FURNISHED AIRLINES NEW YORK OFFICE BY TELEPHONE FEBRUARY SIXTEEN LAST. FURNISHED LOS ANGELES COPIES OF THIS INFORMATION WHICH WILL BE FORWARDED NEW YORK IF DESIRED. IDENTIFYING INFORMATION BEING OBTAINED ON KIPPS FROM NEXT OF KIN IN MAINE. [REDACTED] MENTIONED [REDACTED] VICTIM ANNE CAMPBELL AND [REDACTED] VICTIM ROGER CAMPBELL PROCEEDED NEW YORK FEBRUARY SIXTEEN LAST EN ROUTE TO BRUSSELS BUT PREVAILED UPON TO RETURN TO LOS ANGELES TODAY. [REDACTED] [REDACTED] VICTIM MICHELSON ACCOMPANIED [REDACTED] IN NEW YORK EN ROUTE BRUSSELS. SABENA OFFICIALS HOPEFUL OF DISCOURAGING [REDACTED] FROM MAKING JOURNEY ABROAD. NAMES OF ALL VICTIMS SEARCHED THROUGH IDENTIFICATION RECORDS OF LOS ANGELES PD AND LOS ANGELES SO WITH NEGATIVE RESULTS. VICTIM MICHELSON-S DENTAL CHARTS AND EX DASH RAYS TOGETHER WITH VICTIM SHERBLOOM-S FOOTPRINTS BEING SENT NEW YORK VIA AMERICAN AIRLINES PILOT FLIGHT TEN, DEPARTING

END PAGE TWO

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PAGE THREE

LOS ANGELES ELEVEN FIFTEEN PM TONIGHT WITH ARRIVAL NEW YORK
SEVEN FIFTEEN AM, FEBRUARY EIGHTEEN NEXT. NEW YORK WILL
BE ADVISED OF PILOTS IDENTITY AND FLIGHT-S ARRIVAL TIME
BY LATER TELETYPE.

END AND ACK PLS

WA 2-07 AM OK FBI WA ELR

NY WHERE IS THIS FROM PLS

SRY FROM SAXXXX SAC, LOS ANGELES

OK FBI NY R A G

TU DISC

Called ident

[Redacted box]

By

[Signature] 210/A

b6
b7C

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 18 1961

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	✓
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

URGENT 2-188-61 10-45 AM BC
TO DIRECTOR, FBI AND SAC, NEW YORK
FROM SAC, LOS ANGELES /62-4979/ 1 P
CRASH OF SABENA AIRLINES JET FLIGHT FIVE FOUR EIGHT, BRUSSELS,
BELGIUM, FEBRUARY FIFTEEN LAST. 1961 IDENTIFICATION MATTERS. REMYTELS
FEBRUARY SEVENTEEN LAST. DENTAL INFORMATION ON VICTIM MICHELSON
AND FOOT PRINT PHOTOGRAPHS OF VICTIM SHERBLOOM DISPATCHED NEW YORK
VIA [] COPILOT, UNITED AIRLINES JET FLIGHT EIGHT ONE
SIX. DEPARTED LOS ANGELES NINE AM TODAY ARRIVING IDLEWILD AIRPORT,
NEW YORK, FOUR FORTYFIVE PM EASTERN STANDARD TIME TODAY. LAND
EXPECTING TO BE CONTACTED BY AGENT AT UNITED AIRLINES FLIGHT
DISPATCH OFFICE, IDLEWILD, UPON ARRIVAL. RUC.
END AND ACK PLS

1-949 XXX 1-49 PM OK FBI WA RAM

OK FBI NY 1-0711 EAE

TU DISCVN

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE

9/9/81

BY

SP-8 BTJ/mc

67 MAR 13 1961

3211

2/18

ONE

Assistant Director C. LESTER TROTTER
c/o Sabena Airlines
Brussels, Belgium

2/18/61

HCF SAC, NEW YORK (62-12507)

CRASH OF SABENA AIRLINES JET, FLIGHT 548,
Brussels, Belgium, 2/15/61
IDENTIFICATION MATTER

yu 9/
pd

Attached hereto are two copies each of
memoranda reflecting additional information concerning
passengers numbers 1, 29, 44, 56, 61.

One copy of each memorandum is enclosed for
Identification Division.

mutant 2/21
jules

- 1-Assistant Director C. LESTER TROTTER (Encls. 10)
- 1-Identification Division (Encls. 5)
- 1-New York (62-12507)

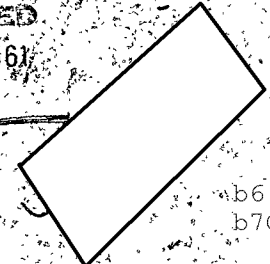
GWV:jb
(3)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mc

ENCLOSURE
delivered
JEB

48477 -
NOT RECORDED
13 FEB 23 1961

ONE



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67 MAR 13 1961

Assistant Director C. LESTER TROTTER
c/o Sabena Airlines
Brussels, Belgium

2/18/61

SAC, NEW YORK (62-12507)

b6
b7C

CRASH OF SABENA AIRLINES JET, FLIGHT 548,
Brussels, Belgium, 2/15/61
IDENTIFICATION MATTER

Attached hereto are two copies each of descriptive
data sheets for following passengers:

1, 44, 56, 61

The information contained on these sheets was obtained
principally through Sabena's New York Office.

One copy of each of the aforementioned descriptive
sheets is being furnished the Identification Division.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/hm

1-Assistant Director C. LESTER TROTTER (Encls. 8)
1-Identification Division (Encls. 4)
1-New York (62-12507)

GWV:jb
(3)

NOT RECORDED
13 FEB 23 1961

b6
b7C

63 MAR 14 1961

INVESTIGATION
DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
FEB 18 1961
TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	✓
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

GA AIN M ER025

OO RUEHC

DE RUFJER 025

ZNR

O 182140Z

FM AMEMBASSY BRUSSELS

TO SECSTATE WASHINGTON DC

STATE GRNC

BT

UNCLAS TRANSMIT PLEASE THE FOLLOWING MESSAGE TO¹

DIRECTOR⁷ FEDERAL BUREAU OF INVESTIGATION⁷ WASHINGTONDC. USA

ATTENTION INSPECTOR IDENTIFICATION DIVISION.

EX 100 REC-55

64-48477-12

FEB 23 1961

COLLECTION OF BACKGROUND DATA MAY BE DISCONTINUED ON ALL AMER-

CANS ON SABENA AIRLINES CRASH HERE EXCEPT FOR THE FOLLOWING

INDIVIDUALS¹

^{#1}
DAYTON M. ALEXANDER⁷ BOX 161 OLNEY TEXAS

prints sent p D.O.B.

^{#5}
ANN CAMPBELL⁷ MAY HAVE BEEN BORN JUNE⁷ 9⁷ 1920

Chamb put because sent by D.Y.
maybe prints sent.

^{#6}
ROGER HURTER CAMPBELL⁷ BORN JULY 15⁷ 1942

Thunt put. because sent by D.Y.

^{#7}
DONA LIC CARRIER⁷ BORN OCTOBER 23⁷ 1940

no add. search necessary.

67 MAR 13 1961

^{#9}
PATRICIA B. DINEEN⁷ BORN OCTOBER 7⁷ 1935

under finger
print sent by D.Y.

^{#15}
ILA HADLEY⁷ SEATTLE WASHINGTON

no add. search necessary.

^{#14}
ALRAN⁷ OR ALTRAN HADLEY⁷ SAME ADDRESS

p D.O.B. 680. similar to above.

^{#18}
LOUISA HARTSHORNE⁷ BORN JANUARY 30⁷ 1909

good maybe sent.

^{#21}
LAURIE NEAN HICKOX⁷ BORN DECEMBER 5⁷ 1945

no add. search necessary.

^{#25}
NATHALIE FRANCES KELLEY⁷ BORN JANUARY 19⁷ 1932

no add. search necessary.

PAGE TWO RUFJER 025 #26

WILLIAM ROBERT KIPPS⁷ BORN JULY 15⁷ 1932 *no. add. search necessary.*

BRADLEY RICHARD LORDS⁷ BORN AUGUST 22⁷ 1939 *no add. search necessary.*

EDWARD LEMAIRES⁷ RYES⁷ NEW YORK *no add. search necessary,*

JUANITA MARIE LEMOINES⁷ NEE DAUZAT⁷ BORN NOVEMBER 26⁷ 1941.

THIS VICTIM'S HUSBAND HAS BEEN INTERVIEWED HERE. ONLY OTHER DATA THAT WILL HELP IS DETAILED DESCRIPTION OF CLOTHING⁷ JEWELRY AND SPECIFIC DENTAL CHARTS. SHE WAS ALSO EMPLOYED⁷ CAM LE ROY JOHNSON⁷ NEW ORLEANS AND MAY HAVE BEEN FINGERPRINTED IN CONNECTION WITH THIS EMPLOYMENT IN LAST 60 DAYS.

RHODE LEE MICHELSON⁷ BORN MARCH 9⁷ 1943. *thumb prints sent off dental chart & X-ray. no add. search necessary.*

MARIBEL Y EXA OWENS⁷ BORN APRIL 25⁷ 1940 *no add. search necessary.*

DALLAS LARRY PIERCE⁷ BORN MAY 8⁷ 1936. *no. add. search necessary.*

ROBERT STROPP⁷ NOT MUCH MORE YOU CAN DO THERE. WE HAVE PRINTS AND DENTAL CHARTS HERE.

DANIEL CHARLES RYAN⁷ BORN APRIL 19⁷ 1929 *φ D.O.B.*

JAMES EDWARD SHOLDAN⁷ BORN APRIL 18⁷ 1949. *no add. search necessary.*

DIANE CAROL SHERBLOOM⁷ BORN SEPTEMBER 21⁷ 1942. *fingerprints & thumb print sent by to ff.*

CARL WILLIAM SWALLEDERS⁷ BORN MARCH 22⁷ 1908 *φ prints*

SHARON WESTERFELD⁷ BORN JANUARY 3⁷ 1935 *no add. search necessary.*

GEORGE YOUNG⁷ OLNEY TEXAS *φ D.O.B.*

ALL 25 OTHER AMERICANS NOT NAMED ABOVE HAVE BEEN IDENTIFIED MOSTLY ON PHYSICAL DESCRIPTIONS⁷ POCKET CONTENTS⁷ JEWELRY ETC. TWELVE OF THESE IDENTIFIED BY FINGERPRINTS. CONSIDERABLE IMPACT DAMAGE AND INCINERATION OF REMAINS RESULTED FROM CRASH. AT THIS POINT WE HAVE PRINTS FROM 13 OF THE 24 STILL UNIDENTIFIED AMERICAN TO COMPARE WITH PRINTS FROM FBI FILES IF YOU HAVE THEM THERE. WE HAVE RECEIVED ONE PACKAGE FROM NEW YORK THUS FAR. PROCESSING OF BODIES ALMOST COMPLETE AND WE ARE COMPARING DESCRIPTIVE ITEMS YOU ARE SENDING WITH OUR BODY LOGS.

PAGE THREE RUFJER 025

STRONG POSSIBILITY EXISTS ALL BODIES WILL NOT BE IDENTIFIED BECAUSE
OF BADLY DAMAGED REMAINS. WE WILL NOT PARTICIPATE IN ANY PROJECTED
MASS BURIAL IF SUCH BECOMES NECESSARY AND ARE CONFINING
OUR ACTIVITIES

TO IDENTIFICATION PROBLEMS ONLY. PLEASE ADVISE NEW YORK OF ABOVE.
WE CAN BE REACHED THROUGH AMERICAN EMBASSY⁷8 BRUSSELS TROTTER
BT

C C C PAGE THREE READ ANE

AND ARE CONFINING OUR ACIT
IRPT CONFINING OUR ACTIVITIES

18/2200Z

7-06 PM RECD OK FBI WA NH

QV

NNNNN

S,

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 18 1961

TELETYPE

4-59 AM DFS

URGENT

2-18-61

TO DIRECTOR, FBI AND SAC, NEW YORK 52-12507

Mr. Tolson_____
Mr. Parsons_____
Mr. Mohr_____
Mr. Belmont_____
Mr. Callahan_____
Mr. Conrad_____
Mr. DeLoach_____
Mr. Evans_____
Mr. Malone_____
Mr. Rosen_____
Mr. Tavel_____
Mr. Trotter_____
Mr. W.C. Sullivan_____
Tele. Room_____
Mr. Ingram_____
Miss Gandy_____

FROM SAC, CHICAGO 32-239

CRASH OF SABENA AIRLINES JET ^{FLIGHT} FIVE FOUR EIGHT, ^{BRUSSELS} BRUSSELS, BELGIUM,

FEB. FIFTEEN, LAST, IDENTIFICATION MATTERS. OO NEW YORK. RE NEW YORK
TELETYPES FEB. SIXTEEN, LAST, AND SEVENTEEN, INSTANT. ON FEB. SEVENTEEN,
INSTANT, [REDACTED] CHICAGO REPRESENTATIVE, SABENA AIRLINES, TWO

SOUTH MICHIGAN AVE., CHICAGO, ADVISED THAT HIS OFFICE HAD COMPLETED
ITS INTERVIEWS WITH RELATIVES OF VICTIMS, DALLAS PIERCE, DANIEL RYAN,
FRANCISCO MEDINA, AND JACQUELINE ROBINSON, AND BELIEVES THAT ENOUGH
INFORMATION WAS OBTAINED TO HELP IN THE IDENTIFICATION OF THE VICTIMS

WITH THE EXCEPTION OF JACQUELINE ROBINSON. HE POINTED OUT THAT JACQUE-
LINE WAS A BELGIUM GIRL WHO HAD MARRIED AN ARMED FORCES OFFICER ON JAN.

TWENTY SEVEN, LAST, AND WAS JUST RETURNING FROM HER HOMEYMOON. HE STATED
THAT THE PLANE CRASHED WITHIN TWO MILES OF HER HOME. [REDACTED] ADVISED THAT

JACQUELINE-S HUSBAND AND FRANCISCO MEDINA HAVE BEEN IDENTIFIED. HE HAS
DETERMINED THAT DANIEL RYAN HAD BEEN IN THE US NAVY, SERIAL NUMBER

SEVEN ONE SEVEN SEVEN FIVE THREE ZERO, AND THAT DALLAS PIERCE, HAD BEEN
A MARINE, SERIAL NUMBER ONE SIX EIGHT NINE NINE NINE EIGHT. [REDACTED] STATED

THAT IT APPEARS HE WILL NEED NO ASSISTANCE FROM THE CHICAGO OFFICE OF
THE FBI. RUC

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mc

WA 6-03 AM OK FBI WA ELR

Called

M/R

By

FEB 23 1961

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FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 18 1961

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Bishop	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

URGENT 2-18-61 12-19 QAM JCH

TO DIRECTOR, FBI AND SAC NEW YORK

FROM SAC, LOS ANGELES /62-4979/

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS

BELGIUM, FEBRUARY FIFTEEN LAST, IDENTIFICATION MATTERS. RE MYTEL

THIS DATE. ALL FLIGHTS ON MAJOR AIRLINES CANCELED THIS PM
AT LOS ANGELES INTERNATIONAL AIRPORT DUE TO WILDCAT WALKOUT OF
FLIGHT ENGINEERS. AIRLINES NEGOTIATING FOR RESUMPTION OF SERVICE
EARLY AM FEB. EIGHTEEN NEXT. DESIRED MATERIAL WILL BE FORWARDED
NEW YORK AS SOON AS POSSIBLE VIA AIRLINES PILOT. NY WILL BE ADVISED
AS TO AIRLINE HANDLING AND TIME OF ARRIVAL.

END AND ACK IN ORDER PLS

3-20 AM OK FBI WA ELR

NY OK FBI NY R A G

TU DISC

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/ma

M

By

67 MAR 13 1961

13 FEB 23 1961

b6
b7C

F B I

Date: 2/19/61

Transmit the following in PLAIN TEXT
(Type in plain text or code)Via TELETYPE URGENT
(Priority or Method of Mailing)

TO: SAC, NEW YORK 62-12507

FROM: SAC, PORTLAND 62-2458

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS, BELGIUM,
FEBRUARY FIFTEEN, SIXTYONE. IDENT MATTERS. OO NY. REURTEL SIX TWENTY TWO
 PM TODAY. WOMENS AUXILLIARY AMBULANCE CORPS WAS A CIVIL DEFENSE GROUP IN
 PORTLAND DURING WORLD WAR TWO. PORTLAND OFFICE MADE CHECK OF ALL KNOWN
 CIVIL FINGERPRINT FILES IN PORTLAND SEVENTEENTH ^{LAST} INSTANT WITH NEGATIVE RESULTS.
 RE CHECK WITH CIVIL DEFENSE OFFICIALS AND COUNTY AND CITY IDENTIFICATION
 OFFICERS NEGATIVE AS TO ANNE BROWNLOE CAMPBELL, NEE BROCK. RUC.
 BUREAU ADVISED AM.

RES:res

1-cc Bureau (AM)

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8 BTJ/mc

64-48477 -
 NOT RECORDED
 21 FEB 21 1961
 13 23

b6
b7CApproved: DL 3AM

67 MAR 13 1961

Special Agent in Charge

Sent

M

Per

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 20 1961

TELETYPE

Mr. Tolson _____
Mr. Parsons _____
Mr. Mohr _____
Mr. Belmont _____
Mr. Callahan _____
Mr. Conrad _____
Mr. DeLoach _____
Mr. Evans _____
Mr. Malone _____
Mr. Rosen _____
Mr. Tavel _____
Mr. Trotter _____
Mr. W.C. Sullivan _____
Tele. Room _____
Mr. Ingram _____
Miss Gandy _____

URGENT 2-20-61 6-30 PM NRB

TO DIRECTOR, FBI AND SAC, NEW YORK 62-12507

FROM SAC LOS ANGELES 62-4979 SABENA AIRLINES

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT,

BRUSSELS, BELGIUM, FEBRUARY FIFTEEN LAST--IDENTIFICATION

MATTERS. OO--NY. RE NY TEL TO SAN FRANCISCO AND

LOS ANGELES DATED FEBRUARY NINETEEN LAST. PRE FLIGHT

EQUIPMENT COMPANY, ONE SIX SEVEN ZERO SIX SOUTH GARFIELD,

PARAMOUNT, CALIFORNIA, PURCHASED IN NINETEEN FIFTY SEVEN

BY PACIFIC MERCURY ELECTRONICS, SEPULVEDA, CALIFORNIA.

IN NINETEEN FIFTY NINE CONCERN BECAME PRE FLIGHT INDUSTRIES

WHEN PURCHASED BY AVCO CORPORATION AND MOVED TO ONE EIGHT

ONE ONE EIGHT SOUTH BROADWAY, GARDENA, CALIFORNIA. NO

EMPLOYMENT RECORD FOR VICTIM PATRICIA BARBARA DINEEN

LOCATED AT PRE FLIGHT INDUSTRIES OR PACIFIC MERCURY

ELECTRONICS. PERSONNEL EXECUTIVES OF BOTH CONCERNS ADVISED TYPIST

RECEPTIONIST EMPLOYEES ORDINARILY NOT FINGERPRINTED.

FEB 23 1961

END ACK PLS

NY ADVISED

9-32 PM OK FBI

TU DISCM

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP8BJS/mcm

67 MAR 13 1961

Called Sent

b6
b7c

THIS IS FBI WA 0724

FEB 20 1961

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

PP RUEPCX

TDE RUFJER 050

ZNR

P 20/1930Z

FM AMEMBASSY BRUSSELS *State Dept.*

TO DIRECTOR FBI WASHINGTON D C

STATE GRNC

BT

UNCLAS ATTENTION INSPECTOR IDENTIFICATION DIVISION

TELEX 0711 TO WASHINGTON .

b6
b7c

CONCERNING MY CABLEGRAM OF FEBRUARY 18 LAST PACKAGE NO 2 HAS
ARRIVED HERE . WE NOW HAVE POSITIVE FINGERPRINT IDENTIFICATIONS ON
SHARON LEE WESTERFELD AND STEPHANIE WESTERFELD BASED ON RIGHT INDEX
FINGER ON COLORADO DRIVER LICENSE YOU SENT US .
FOLLOWING FEMALES HAVE BEEN TENTATIVELY IDENTIFIED NOT REPEAT NOT
BY FINGERPRINTS⁷ BUT ON BASIS OF DENTALS⁷ CLOTHING AND/OR PERSONAL
EFFECTS¹

CAMPBELL⁷ ANNE BROWNLOE

CARRIER⁷ DONNA LEE

DINEEN⁷ PATRICIA B.

HADLEY⁷ ALVAH LYNN HART

HADLEY⁷ ILA

HICKOX⁷ LAURIE J.

*Other Pages
Filed in Folders
2/20/61 GSK*
64-48477-16
RELAYED TO *my*

PAGE TWO RUFJER 050

KELLEY NATHALIE F.

LEMOINES⁷ JUANITA MARIE

FOLLOWING MALES TENTATIVELY IDENTIFIED BY SIMILAR MEANS⁷ BUT
NOT REPEAT NOT BY FINGERPRINTS¹

RYANS⁷ DANIEL CHARLES

SCHOIDANS⁷ JAMES

YOUNG⁷ GEORGE WILLIAM

FOLLOWING FEMALES REMAIN UNIDENTIFIED. HOWEVER⁷ WE ARE STILL
WORKING THESE AND LEADS WILL BE SET OU HEREINAFTER FOR DATA WHICH WILL
ASSIST.

HARTSHORNE⁷ LOUISA

MICHELSON⁷ RHODE LEE

OWENS⁷ MARIBEL VERVA

SHERBLOOM⁷ DIANNE CAROL

FOLLOWING MALES REMAIN UNIDENTIFIED AND SIMILARLY THIS CABLE AND
LATER CABLE WILL ASK FOR DATA TO ASSIST.

ALEXANDER⁷ DAYTON MARION

CAMPBELL⁷ ROGER HUNTER

KIPPS⁷ WILLIAM ROBERT

LEMAIRE⁷ EDWARD

LORD⁷ BRADLEY RICHARD

PIERCE⁷ DALLAS LARRY

STROPP⁷ ROBERT

SWALLEDER⁷ CARL W.

PAGE THREE RUFJER 050

IN ORDER TO PROVIDE POSSIBLE KEY TO IDENTITY OF SOME MALE AMERICANS⁷

#32 WE MUST CONTINUE WORK UNIDENTIFIED CANADIAN VICTOR MAES AND ALL
INFORMATION YOU CAN GIVE US ON HIM¹ WILL BE APPRECIATED.

INFORMATION DESIRED HERE ON FOLLOWING¹

7 DONNA LEE CARRIER¹ *no prints from 8.*

1. WHAT IS SIZE OF OPAL RINGS⁵
2. WE HAVE FINGERPRINTS FROM FIVE FINGERS OF LEFT HAND. RIGHT HAND
MISSING. CAN YOU SECURE LATENTS⁵
3. SECURE DETAILED DENTAL CHARTS- PARTICULARLY LOWER LEFT JAW.
4. LABEL ON GIRDLE READS OLGA CORSETRY. CAN YOU HELP ON THIS⁵
5. DOES SHE HAVE A CALIFORNIA DRIVERS LICENSE WITH PRINT FROM
LEFT HAND⁵

15 ILA RAY HADLEX¹

1. WE HAVE PRINTS FROM RIGHT HAND. CAN YOU HELP WITH LATENTS⁵
2. FURNISH DETAILED DESCRIPTION OF A USA SKATING SWEATER EMBLEM
WHICH WAS ON BODY.

1/11/42
BURI JEAN HCKOX¹₈

21. 1. I THINK I HAVE ¹MOLAY RING BUT FURNISH D¹TAILED DESCRIPTION OF DE MOLAY INIGNIA. *done n.y.*

2. WE HAVE PRINTS OF RIGHT HAND. CAN YOU HELP WITH LATENTS⁵.

3. CAN WE GET DETAILED DENTAL CHARTS⁵ *done n.y.*

4. IN ADDITION TO ORTHODOX UNDERPANTS⁷ WAS SHE WEARING TWO OTHER PAIRS OF PANTS SIMILAR TO THOSE SKATERS WEAR AND WHAT WAS COLOR OF EACH⁵ *done n.y.*

14 ALVAH HADLEY¹₈

1. CONFIRMS⁷ IF POSSIBLE⁷ FOLLOWING CLOTHING ¹₈

A³₄ A GRAY-GREEN TWEED COATS⁷ SUIT OR SKIRT ⁷₈ B³₄ A BLACK -RIBBED JERSEY TYPE SWEATER OR BLOUSE WITH V NECK WITH ONE INCH WHITE STRIPE AT NECK WITH ONE INCH WHITE STRIPLE AT NECK AND ON SHORT SLEEVE CUFFS.

29 JUANITA LEMOINE

1. WE HAVE A TEN-CARAT YELLOW GOLD WEDDING OR SIMILAR TYPE RING WITH FOUR SMALL DIAMONDS' IN LINE ON CREST AND ON INSIDE IS ROMANY CAN YOU HELP ⁵₈

2 SUIT OR SKIRT MATERIAL WE HAVE IS RED BUFF AND WHITE VERY SMALL CHECKED. CLOTH HAS ROUGH WEAVE ⁷₈ ALMOST LIKE SACKING. CAN YOU HELP⁵₈

9 PATRICIA DINEEN¹₈

1. WEDDING RING ON THIS BODY IS MATE OF WEDDING RING OUND ON BODY OF HER HUSBAND. DID THEY HAVE SUCH MATCHED RINGS⁵₈

2. WE HAVE FINGERS NUMBER SEVEN AND EIGHT . WE NEED LATENTS OR KNOWN PRINTS. *No prints on employment just A Telegram 2/20*

PAGE FOUR RUFJER 050

3. WE NEED DETAILED DENTAL CHARTS.

4. WE HAVE GRAY OR BEIGE FLANNEL SKIRT WITH LIGHT GREEN

NYLON BLOUSE SAMPLES. CAN RELATIVES HELP ON THIS⁵

5/ ANNE BROWNLOE CAMPBELL¹

-1. FURNISH DETAILED DESCRIPTION OF WEDDING AND ENGAGEMENT RINGS.

2. THIS BODY HAD AN INEXPENSIVE SWISS MANS REPEAT MAN WATCH ON
ARM. HAD SWEEP SECOND HAND AND FLEXIBLE BAND. QUESTION¹ DID HER
SON HAVE SIMILAR WATCH WHICH SHE MAY HAVE BEEN WEARING⁵

UNKNOWN FEMALE¹

Unknown
BADLY INCINERATED WEARING FOLLOWING APPAREL WHICH WE NEED HELP
ON¹

1. SMALL GOLD CROSS LESS THAN ONE INCH BY ONE-HALF INCH 14-CARAT
GOLD ON A MESH CHAIN.

2. A BLACK SUIT-SKIRT WITH TWO BLACK BOWS NEAR WAISTLINE. UPPER
OUTER GARMENT MAY BE GREEN WOOL WITH SWEATER-CLOTH WRISTBANDS. LATTER
GARMENT MAY ALSO BE POSSIBLY SCRAP OF LEOTARDS.

3. UNDERPANTS HAVE SMALL GREEN AND YELLOW FLOWER DESIGN THREE-
QUARTERS OF AN INCH APART.

4. HAS BROWN HAIR ON HEAD WITH PUBIC HAIR TENDING TOWARD LIGHT OR
RED COLOR.

5/ JAMES SCHOIDAN¹

1. DID HE HAVE GREEN WASHABLE TROUSERS WHICH HE COULD HAVE BEEN
WEARING AT TIME OF CRASH⁵

61 GEORGE YOUNG¹

1. CLARIFY DENTAL INFORMATION PREVIOUSLY FURNISHED US BY SPECIFIC CHARTS FROM DENTIST OF LOWER JAW.

CANNOT OVER-EMPHASIZE IMPORTANCE OF DETAILED DENTAL CHARTS IN ALL CASES. FURTHER CABLE WILL FOLLOW ON OTHER DATA NEEDED AS STILL UNPROCESSED CASES ARE WORKED. STILL CONFINING ACTIVITIES TO AMERICANS AND CANADIAN MAES. HAVE UNCOVERED TWO ERRONEOUS IDENTIFICATIONS AND

RECTIFIED HERE. WE NEED DETAILED BLOOD TYPING ON ALL AMERICANS WHO HAVE NOT BEEN POSITIVELY IDENTIFIED AS SET FORTH IN MY CABLE OF FEBRUARY 18 LAST. //

ADVISE NEW YORK OF FOREGOING DATA .

TROTTER

BT

20/1955Z

OK RECD SD NR 05 4-56 PM RAM

OM

NNNNN

ACK PLS THIS IS NO 5 RPT 5

44 11 11 11 11

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 20 1961

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

URGENT 2-20-61 12-51 PM GJ

TO DIRECTOR, FBI AND SAC, NEW YORK

FROM SAC, LOS ANGELES /62-4979/ 9P

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS,
BELGIUM, FEBRUARY FIFTEEN LAST. IDENTIFICATION MATTERS.

OO NEW YORK. RE NY TEL TO PORTLAND, SEATTLE AND LOS ANGELES
FEBRUARY NINETEEN LAST AND NY TEL TO SAN FRANCISCO AND LOS ANGELES
SAME DATE. [REDACTED] SIX SEVEN TWO FOUR TUJUNGA

AVENUE, NORTH HOLLYWOOD, CALIFORNIA, ADVISES [REDACTED] VICTIM

#5 ANNE CAMPBELL, MEMBER OF WOMEN-S AUXILLIARY AMBULANCE COPRS,

PORTLAND, OREGON, DURING WORLD WAR TWO, EMPLOYED FOR BRIEF

PERIODS DURING FORTY TWO AND FORTY THREE AS ELECTRICIAN AND

TRUCK DRIVER AT KAISER SWAN ISLAND SHIPYARD, PORTLAND AND

WAS AT KAISER SHIPYARD, VANCOUVER, WASHINGTON. NO RECOLLECTION

OF HER IMMEDIATE SUPERIOR BUT WORKED UNDER NAME

OF ANNE BROWNLOWE CAMPBELL. VICTIM ANNE CAMPBELL RECENTLY

RENEWED CALIFORNIA DRIVERS LICENSE, HAS

APPENDECTOMY SCAR AND OLD ABDOMEN SCARS FROM FEMALE

END PAGE ONE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc

FEB 23 1961

b6
b7C

Planned
down
NYC
11:31 PM
2/20.

REC-46 64-48477-17

67 MAR 13 1961

PAGE TWO

OPERATIONS. ON DEPARTURE FROM NEW YORK FEBRUARY FOURTEEN
LAST HAD SMALL CUT ON EIGXXX EITHER RIGHT OR LEFT LITTLE FINGER
WHICH WAS BANDAGED, HAS PIERCED EARS,
WEARS ONE FOURTH KARAT DIAMOND EARRINGS CONTINUALLY. GOLD
BAND WITH FIVE SMALL DIAMONDS ON RING FINGER.
HAS COMPLETE DENTURES, SUFFERS FROM ARTHRITIS AND
HAS BAD BUNYON ON LEFT FOOT. [REDACTED] FURNISHED
CERVICAL SPINE EX DASH RAYS AND FOOT EX DASH RAYS FOR ANNE
BROWNLOWE CAMPBELL, WHICH HAVE BEEN FORWARDED TO NY. AS
VICTIM CAMPBELL AND SON LEFT LOS ANGELES JANUARY EIGHTEEN
LAST FOR SKATING CONTESTS, [REDACTED] UNAWARE OF EXACT ATTIRE
AT TIME OF NEW YORK DEPARTURE. ADVISED CLOTHING USUALLY
PURCHASED FROM BONDS, SEARS OR SPORTY KNIT SHOP, NORTH
HOLLYWOOD, CALIFORNIA. NO LAUNDRY MARKS IN ANNE CAMPBELL-S
CLOTHING KNOWN TO [REDACTED] ANNE CAMPBELL HAD APPROXIMATELY
SIX HUNDRED DOLLARS IN TRAVELERS CHECKS OF FIFTY DOLLAR
DENOMINATIONS AND SOME CURRENCY WHICH SHE PINNED IN BRA
WHEN LEAVING NEW YORK. ANNE CAMPBELL SHIPPED CLOTHING TO
RESIDENCE FROM COLORADO SPRINGS BEFORE DEPARTURE TO EAST.
THIS CLOTHING DID NOT GET EXAMINED BY [REDACTED]
END PAGE TWO

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b7C
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b7C

b6
b7C

PAGE THREE

#6 [] ADVISES VICTIM ROGER CAMPBELL REGISTERED WITH
SELECTIVE SERVICE BOARD, NORTH HOLLYWOOD, CALIFORNIA ABOUT
AUGUST TWENTY LAST, BUT NOT FINGERPRINTED. DENTAL CHART AND
EX DASH RAY OF VICTIM ROGER CAMPBELL OBTAINED FROM []
[] AND FORWARDED TO NY.

LIKEWISE THREE CHEST EX DASH RAYS OF VICTIM ROGER CAMPBELL
OBTAINED FROM [] AND FORWARDED NY. ROGER CAMPBELL FROM
PHOTOGRAPH BELIEVED BY [] ATTIRED IN BLACK SWEATER WHICH
PROBABLY PURCHASED COLORADO SPRINGS AFTER LOS ANGELES
DEPARTURE AND LABEL UNKNOWN. POSSIBLY WEARING BLACK TROUSERS
PURCHASED FROM SEARS, NORTH HOLLYWOOD AND NEW PAIR OF BLACK
ITALIAN IMPORT OXFORDS WITH ONE BUCKLE ON ONE SIDE.
PURCHASED AT BONDS, NORTH HOLLYWOOD. VICTIM ROGER CAMPBELL
HAS SMALL SCAR RIGHT SIDE OF NOSE, SIMILAR TO POCK MARK.
ALSO SMALL SCAR MIDDLE OF FOREHEAD, WIDE CLEFT BETWEEN TWO
FRONT TEETH WITH HEAVY OVERBITE. PROBABLY HAS SMALL CUTS AND
BRUISES AROUND KNEES. RECENT EX DASH RAYS TAKEN SHOW VICTIM
ROGER CAMPBELL HAS BROKEN BACK ACCORDING TO FATHER. THESE
EX DASH RAYS WILL BE CHECKED AND FORWARDED NEW YORK IF DESIRED.
VICTIM ROGER CAMPBELL NOT KNOWN TO BE WEARING ANY JEWELRY
AND LAUNDRY MARKS IN CLOTHING UNKNOWN TO []
END PAGE THREE

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b6
b7C

b6
b7C

PAGE FOUR

HOLLYWOOD DENIST CONSULTED BY VICTIM ROGER CAMPBELL WITHIN PAST TWO MONTHS REGARDING CAPPING TWO FRONT TEETH WHICH HAVE THREE SIXTEENTH GAP. NO EX DASH RAYS OR CHARTS TAKEN BY [] BUT WAX MODEL DISIGNED TO SHOW HOW JACKETS COULD BE PLACED OVER FRONT TEETH. WAX IMPRESSIONS UNAVAILABLE THROUGH

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[] DISCRIBED VICTIM ROGER CAMPBELL-S MOUTH AS BEING IN EXCELLENT CONDITION WITH NO MISSING TEETH. BELIEVES VICTIM ROGER CAMPBELL COULD BE READILY IDENTIFIED THROUGH UNUSUALLY WIDE SPACE BETWEEN TWO CENTRAL TEETH. []

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#7 [] VICTIM DONNA LEE CARRIER ADVISED DENTAL CHARTS AND EX DASH RAYS MADE FIFTY FOUR FORWARDED SEVERAL DAYS AGO BY

[] SABENA AIRLINES, NY UPON REQUEST OF [] ALSO SENT DESCRIPTION OF VICTIM CARRIER AND CLOTHING KNOWN

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b7C

TO SABENA. VICTIM CARRIER ALSO HAD TEETH FILLED OR EXTRACTED IN FIFTY EIGHT BY [], WHO IS ASSOCIATED WITH HIS BROTHER IN MEDICAL, DENTAL PRACTICE, ROCHESTER, NEW YORK. VICTIM CARRIER DESCRIBED AS WHITE, FEMALE, AMERICAN, DARK BROWN HAIR DYED ASH BLONDE, WIDE SET BROWN EYES, LONG EYELASHES
END PAGE FOUR

b6
b7C

PAGE FIVE

SMALL MOUTH, SMALL THIN NOSE SLIGHTLY TURNED UP, FIVE FEET SIX AND THREE FOURTHS INCHES, ONE THIRTY POUNDS, SMALL WAIST, BUST AND SHOULDERS., HEAVIER THROUGH HIPS AND THIGHS, APPENDECTOMY SCAR AND TOE NAIL TORN OFF SMALL TOE OF LEFT FOOT AND PROBABLY BANDAGED., ONE CRACKED RIB IN RIGHT MIDDLE REGION BACK., TISSUE REMOVED FROM BOTH INNER EARS., TONSILS AND ADENOIDS REMOVED., ONE INCH SCAR RIGHT SHIN BONE. INFANT FOOTPRINTS OF VICTIM CARRIER TAKEN AT BIRTH PARADISE VALLEY SANITARIUM, NATIONAL CITY, CALIFORNIA OBTAINED AND FORWARDED NEW YORK. VICTIM CARRIER WORE HAIR BELOW SHOULDERS IN LENGTH WITH KNOB STYLE HAIR PIECE. WHEN DEPARTING FROM NEW YORK ATTIRED BLACK KNIT DRESS WITH THREE OR FOUR BUTTONS AND COLLAR. GARMENT PURCHASED AT BULLOCKS DOWNTOWN, LOS ANGELES WITH LABEL QUOTE FRENCH KNIT UNQUOTE, LOW HEEL PATENT LEATHER SHOES RECENTLY PURCHASED KINNEYS, COLORADO SPRINGS., BLACK PADDED LACE BRA. VICTIM CARRIER WORE OPAL RING WITH GOLD SETTING ON RIGHT HAND, GOLD RING WITH ONE DIAMOND ON RIGHT HAND, BOTH ON RING FINGER., NECKLACE WITH TWO STRINGS OF PLASTIC BEADS, ONE LARGE AND ONE SMALL IN TWO SHADES OF TAN. WORE LONG WHITE PANTY GIRDLE. CARRIED

END PAGE FIVE

PAGE SIX

RED CAPE COAT WITH LARGE POCKETS, COAT PURCHASED ALBANY, NY.
ALSO OXFORD GRAY WOOL JACKET THREE QUARTER LENGTH WITH FUR
LINING, PROBABLY PURCHASED DAVID STORE, ALBANY, NY. RED
SILK UNDERSLIP AND PANTIES WITH FLOWERS. ALL UNDERGARMENTS
PURCHASED AT BULLOCKS, LOS ANGELES AND HAD NO LAUNDRY MARKS.
VICTIM CARRIER HAD THREE HUNDRED DOLLARS IN AMERICAN EXPRESS
TRAVELERS CHECKS. TEN DOLLAR DENOMINATION NUMBERS G SIX FOUR
DASH ZERO ZERO FIVE DASH FIVE SEVEN ZERO TO FIVE SEVEN NINE
INCLUSIVE. TEN TWENTIES NUMBERED T NINE NINE DASH FIVE
THREE SEVEN DASH ONE NINE TWO THROUGH TWO ZERO ONE AND FIFTY
TO SEVENTY DOLLARS CURRENCY PINNED IN BRA. VICTIM CARRIER
HAD BLUE SQUARE SAMSONITE TRAVEL CASE CONTAINING COSMETICS
AND JEWELRY, BROWN MAN-S SAMSONITE TWO SUITER WITH BLACK
SEQUIN DRESS FOR SKATING, BLACK CASHMERE SWEATER AND DETACHABLE
BLACK FOX COLLAR AND GOLD COLOR KNIT DRESS. DENTAL

#52 RADIOGRAPH AND CHART FOR VICTIM DIANE SHERBLOOM OBTAINED FROM
[REDACTED] AND FORWARDED NEW YORK.

VICTIM-S [REDACTED]

[REDACTED] ADVISES VICTIM SHERBLOOM HAD
NO SCARS, MARKS OR FRACTURES KNOWN. LEFT LOS ANGELES FIRST
END PAGE SIX

b6
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PAGE SEVEN

WEEK IN DECEMBER TO JOIN PARTNER [REDACTED]

b6
b7C

[REDACTED] FOR PRACTICE PRIOR TO PARTICIPATING IN NATIONAL SKATING CONTESTS AND IN EUROPE TRAVEL. WHEN LEAVING LOS ANGELES TOOK MOST OF CLOTHING WHICH HAD BEEN RECENTLY PURCHASED BY HER EXCEPT SEVERAL EVENING DRESSES. RESIDED AT RESIDENCE OF [REDACTED]

b6
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[REDACTED] AT UNKNOWN

INDIANAPOLIS ADDRESS PRIOR TO LEAVING FOR SKATING CONTESTS.

VICTIM SHERBLOOM CARRIED ROSARY IN PURSE. MIGHT POSSIBLY BE WEARING SMALL FANCY LADIES WATCH WITH DIAMOND CHIPS

SURROUNDING FACE. ALSO KNOWN TO HAVE GOLD OR BRONZE SLAVE TYPE BRACELET AND ONE WRAP AROUND RING WITH TWO PEARLS.

POSSESSED WHITE GOLD NECK CHAIN WITH WHITE GOLD SHELL CONTAINING PEARL INSET. NO EARRINGS KNOWN TO HAVE BEEN TAKEN BY VICTIM

SHERBLOOM. VICTIM-S [REDACTED] WHO OBSERVED NEWSPAPER

b6
b7C

PHOTO OF VICTIM SHERBLOOM TAKEN AT NEW YORK AIRPORT PRIOR TO

FLIGHT DEPARTURE DESCRIBED VICTIM SHERBLOOM AS WEARING HIGH

NECKED BLACK ITALIAN WOOL SUIT WITH FEDWAY STORE, WESTWOOD LABEL, BLACK SUEDE SHOES WITH SATIN AND RIBBON BOWS ON TOP.

VICTIM SHERBLOOM CARRIED WHITE COAT WITH J.W. ROBINSON

END PAGE SEVEN

COMPANY, BEVERLY HILLS

END PAGE SEVEN

PAGE EIGHT

COMPANY, BEVERLY HILLS LABEL. ALSO BELIEVED TO HAVE TAKEN WHITE CORDVOY SUIT WITH BROWN TRIM BEARING ROBINSON LABEL. SEVERAL DRESSES TAKEN BEARING LABEL OF BULLOCKS, WESTWOOD AND NANCYS OF HOLLYWOOD. VICTIM SHERBLOOM TOOK NUMEROUS SKATING SWEATERS, MOSTLY NEWLY PURCHASED WITHOUT ANY LAUNDRY MARKS. WORE WHITE NYLON PANTIES ABOUT SIZE FIVE, WHITE MAIDENFORM BRA AND PROBABLY WHITE NYLON HALF SLIP. VICTIM SHERBLOOM WORE SMALL SIZE UNDERGARMENTS WHICH [REDACTED] DESCRIBED AS SIZE FIVE. ALSO KNOWN TO BE IN POSSESSION OF NEW BLACK SUEDE SHOES AND PEARL GRAY SHOES WITH BUCKLE DESIGN ON TOP OF TOE. ALMOST ALL OF VICTIM SHERBLOOM-S GARMENTS WERE RECENTLY PURCHASED EITHER BEFORE DEPARTURE FROM LOS ANGELES OR DURING VISIT TO COLORADO SPRINGS AND INDIANAPOLIS. SHE WORE LITTLE JEWELRY BUT HAD DIAMOND TIARA FOR SKATING COSTUME WITH HER. VICTIM SHERBLOOM CARRIED MONARCH BLUE VINYL SUIT CASE AND TURQUOISE COSMETIC CASE AS WELL AS CORAL PINK SQUARE BOX. VICTIM SHERBLOOM-S [REDACTED] ADVISES SOME OF [REDACTED] CLOTHING LEFT AT [REDACTED] RESIDENCE IN INDIANAPOLIS AND IS BEING FORWARDED TO LOS ANGELES ADDRESS. INQUIRY BEING CONDUCTED AT PARAMOUNT, CALIFORNIA TO DETERMINE IF VICTIM PATRICIA BARBARA DINEEN FINGERPRINTED BY PRE DASH FLITE EQUIPMENT COMPANY WHEN

#9

END PAGE EIGHT

b6
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b6
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PAGE NINE

EMPLOYED AS RECEPTIONIST IN FIFTY SIX AND FIFTY SEVEN. ANY
PRINTS LOCATED WILL BE FORWARDED NY. EX DASH RAYS, DENTAL
CHARTS AND FOOTPRINGS OF VICTIMS MENTIONED HEREIN FORWARDED
NY VIA CAPTAIN [REDACTED] UNITED AIRLINES FLIGHT EIGHT
ONE SIX LEAVING LOS ANGELES NINE AM TODAY SCHEDULED TO ARRIVE
NY FOUR FORTY FIVE PM EST TODAY. CAPTAIN [REDACTED] HAS BEEN
ADVISED THAT AGENTS WILL MEET HIM UPON NY ARRIVAL.

b6
b7c

END

~~CORR PAGE 6 LINE 2 WORD 1 SHOULD BE /ALSO/~~

~~PAGE 7 LINE 12 WORD 7 SHOULD BE /RING/ SAME LINE SXXX WORD 10 /03-4-7/~~³

~~XXX /PEARLS/ LINE 19 WO XXX PAGE 7 WORD 4 /SHOES/ WORD 6 /SATIN/~~

~~PAGE 8 LINE 11 WORD 3 /ALOMST/~~

~~XXX /ALMOST/~~

END AND ACK PLS

WA 4-25 PM OK FBI WA RA C

NY OK FBI NY JFA

TU DISCMM

100-447000-1000

SD08

FEB 21 1961

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	✓
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

PP RUEHC

DE RUFJER 055

ZNR

P 211750Z ZNH

FM AMEMBASSY BRUSSELS

TO SECSTATE WASHINGTON

STATE GRNC

BT

UNCLASSIFIED.

PASS TO¹ DIRECTOR⁷ FBI WASHINGTON⁷ D.C.

ATTN¹ INSPECTOR IDENTIFICATION DIVISION

TELEX 0711 TO WASHINGTON

Crash.
Sabena Airlines Jet

2-15-61

Brussels, Bk.

I HAVE GOOD TENTATIVE IDENTIFICATIONS ON ALL FEMALES
BUT LEADS I HAVE SUPPLIED YOU SHOULD STILL BE WORKED FOR
MORE CONFIRMATION. I HAVE SEVERAL GOOD TENTATIVE IDENTIFI-
CATIONS ON ALL MALES EXCEPT FOR FOLLOWING CASES WHICH WE ARE
STILL WORKING HERE¹ ALEXANDER⁷ #1 DAYTON MARION ~~med & dental sent 2/20 by NYC~~

(26) KIPP⁷ WILLIAM ROBERT LEMAIRE⁷ EDWARD PIERCE⁷ DALLAS LARRY *#1*

¹ I HAVE SOME INDICATION ON PIERCE⁴ STROPP⁷ ROBERT *#55*

AS THESE ARE WORKED WILL FURNISH YOU LEADS. CANNOT

AGAIN OVEREMPHASIZE IMPORTANCE OF DETAILED DENTAL CHARTS.

CFN 0711

67 MAR 13 1961

REC-46

13 FEB 23 1961

RELAYED TO

med & dental sent 2/21

48477-18

i. testicle

dental sent 2/21

PAGE TO RUFJERO55

THE FOLLOWING LEADS WILL HELP US HERE ON INDIVIDUALS

I NAME HEREINAFTERS¹ CARL WILLIAM SWALLENDER -- I NEED DETAILED DENTAL CHARTS. *sent 2/20 Feb 3*

DIANE SHERBLOOM -- I NEED DETAILED DENTAL CHARTS. I KNOW

HAS SAID TEETH WERE PERFECT BUT SEE WHAT YOU CAN DO WITH FAMILY DENTIST. *sent 2/20 Feb 3*

b6
b7c

RHODE LEE MICHELSON -- CONSULT FAMILY PHYSICIAN FOR ANY CONGENTIAL OR SUBSEQUENT INJURY TO EITHER OF HER FEET. *needle in foot sent to C U*

#18

LOUISA HARTSHORNE -- NEED INFORMATORY DATA ON FOLLOWING ¹/₈

1²/₈ WE HAVE PRINTS OF FINGERS 9 AND 10. SEARCH YOUR FILES UNDER HER MAIDEN NAME OF LOUISA MARIE HEYER⁷ BORN JANUARY 30⁷ 1909 NEW YORK CITY

2⁴/₈ WE HAVE EXCELLENT CHARTING OF TEETH FROM BODY. I NEED DETAILED CHARTS FROM YOU. 3³/₄ SECURE DETAILED DESCRIPTION OF CLOTHING WORN FROM RELATIVES AT TIME SHE EMBARKED. WE HAVE FOUND A LEOTARD OR SKATING-TIGHTS TYPE OF GARMENT WHICH EXTEND DOWN LEGS AND COVER FEET OF BROWN OR LIGHT TAN COLOR. ALSO A WHITE OR BEIGE COLOR CFN 9 QP 30 1909 *sent 2/20*

PAGE THREE RUFJER 055

WOOL SWEATER WITH A V-NECK. ALSO A PIECE OF SUITING
MATERIAL DARK GREEN IN COLOR WHICH COULD BE SHIRT OR JACKET
OR COAT. ALSO RE-CONTACT RELATIVE WHO DESCRIBED DIAMOND RING
AS HE SAID THERE WERE FIVE EMERALD SHAPED DIAMONDS IN A LINE
IN CREST OF RING WHEREAS WE FIND ROOM FOR EIGHT SUCH DESCRIBED
DIAMONDS ON THIS RING HERE. COULD HE HAVE BEEN MISTAKEN IN
NUMBER³8

ADVISE NEW YORK OF ALL OF FOREGOING. WE RECEIVED NO
PACKAGE FROM YOU TODAY. WE HAVE RECEIVED THUSFAR THREE PACKAGES.
IF SABENA PLANES ARE DELAYED TRY SOME OTHER EUROPEAN
AIRLINE METHOD OF TRANSMITTAL AS WE RECEIVED PACKAGE NUMBER
TWO FROM YOU THROUGH HOLLAND. TROTTER
BT
21/1759Z

OK RECD SD NR 8 2-25 PM JSA

OV

NNNN

ACK PLS" ³⁰8

Ca

M

By WLS

b6
b7C

SD02

FEB 21 1961

Mr. Tolson	✓
Mr. Parsons	✓
Mr. Mohr	✓
Mr. Belmont	✓
Mr. Callahan	✓
Mr. Conrad	✓
Mr. DeLoach	✓
Mr. Evans	✓
Mr. Malone	✓
Mr. Rosen	✓
Mr. Tavel	✓
Mr. Trotter	✓
Mr. W.C. Sullivan	✓
Tele. Room	
Mr. Ingram	
Miss Gandy	

PP RUEHC

DE RUFJER 030

ZNR

P 211445Z

FM AMEMBASSY BRUSSELS

TO SECSTATE WAAHDC

STATE GRNC

BT

UNCLASSIFIED.

PASS TO¹ DIRECTOR⁷ FBI⁷ WASHINGTON⁷ D.C.

ATTENTION¹ INSPECTOR IDENTIFICATION DIVISION

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b7C

TWX NO. 0711⁷ WASHINGTON

Crack.
Sabena Airlines Ltd
Brussels, Belg.
2-15-61

LOCAL PRESS HERE CARRYING STRICTLY FALSE REPORT THAT
MASS SHIPMENT BODIES WILL BE MADE TO USA AND IDENTIFICATION
OF VICTIM^{ES} WILL THEN BE ATTEMPTED THERE. THIS STORY IS
ABSOLUTELY FALSE. ORDERLY PROCESSING OF IDENTIFICATION OF
VICTIM^{ES} CONTINUING HERE WITH GOOD RESULTS. FOREGOING SUPPLIED
YOU IN EVENT WIRE SERVICES ~~HAVE~~ PICKED UP STORY FOR
DISSEMINATION IN USA. TROTTER

BT

CFN 0711

REC-46

LEF 51 10 FEB 23 1961
FBI

21/1446Z
67 MAR 13 1961

b6
b7C

NNNN

ACK PLS⁵"₈

10-41 AM

OK RECD SD NR 2 10-41 AM DV

OV

2000

NNNN

ACK PLS⁵

10-41 AM

OK RECD SD NR 2 10-41 AM DV

OV

10-41 AM

TELETYPE

URGENT 2/22/61

TO SAC LOS ANGELES 62-4979

FROM SAC PORTLAND 62-2458

~~CRASH OF SABENA AIRLINES JET FLIGHT FIVE FOUR EIGHT~~

BRUSSELS, BELGIUM, FEB FIFTEEN LAST. IDENTIFICATION

MATTERS. OO NEW YORK. REURTEL TWO TWENTY ONE LAST.

NO RECORD ANN B. CAMPBELL, PORTLAND RED CROSS. BLOOD

RECORDS PREVIOUS TO NINETEEN FIFTY NOT AVAILABLE. LOS

ANGELES CONTACT [REDACTED] AND OBTAIN

IDENTITY HER DOCTOR OR ANY HOSPITAL WHERE PATIENT WHERE

BLOOD TYPE WOULD BE KNOWN. BUREAU AND NEW YORK ADVISED

BY AM.

1-Bureau
1-New York (62-12507)

FAF/ris
(3)

64-48477-
NOT RECORDED

MAR 7 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BJH/mc

67 MAR 13 1961

b6
b7C

ONE

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 22 1961

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

URGENT 2-22-61 12-58AM TWC
TO DIRECTOR, FBI AND SAC, NEW YORK 62-12507
FROM SAC, LOS ANGELES 62-4979

CRASH OF SABENA AIRLINES JET FLIGHT FIVE FOUR EIGHT, BRUSSELS,
BELGIUM, FEB FIFTEEN LAST. IDENTIFICATION MATTERS. OO NEW
YORK. RE NEW YORK TELS TO BOSTON AND LOS ANGELES, SEATTLE
AND LOS ANGELES, AND LOS ANGELES DATED FEB TWENTY LAST,
AND LOS ANGELES TELS TO NEW YORK, SAN FRANCISCO AND SEATTLE
FEB TWENTYONE INSTANT. PHOTOS OF INFANT FOOTPRINTS AND
NURSERY CHART OF VICTIM R. L. MICHELSON, BORN DOMBROWSKI,
OBTAINED FROM ST. MARY-S HOSPITAL, LONG BEACH AND FORWARDED
NEW YORK CITY. NO BLOOD TYPE FOR VICTIM MICHELSON OBTAINED
THROUGH HOSPITAL OR LONG BEACH FAMILY DOCTOR. VICTIM MICHELSON
HAD X RAYS OF BACK AND PELVIS TAKEN BRYN MAWR HOSPITAL,
BRYN MAWR, PA. AND AT LANKENAU HOSPITAL, LANCASTER AND CITY
LINES AVENUES, PHILADELPHIA BEFORE DEPARTURE FOR EUROPE.
MICHELSON-S [REDACTED] UNABLE TO HELP IN IDENTIFICATION OF [REDACTED] FEB 23 1961
CLOTHING AND JEWELRY AS [REDACTED] HAD BEEN ON SKATING TOUR

END PAGE ONE

ALL INFORMATION CONTAINED
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DATE 7/9/81 BY SP-8 BTJ/mr

67 MAR 13 1961

ONE
[Signature]

PAGE TWO

FOR PAST MONTH. [REDACTED]

[REDACTED], WHO WAS AT RESIDENCE OF [REDACTED]
[REDACTED] DURING INTERVIEW OF VICTIM SHERBLOOM-S [REDACTED] TODAY
ADVISED SHE OBSERVED VICTIM MICHELSON WEARING SMALL NEW GOLD
CROSS ON GOLD NECK CHAIN DURING DINNER AT BROADMOOR HOTEL,
COLORADO SPRINGS, COLO., JAN TWENTYEIGHT LAST. CROSS DESCRIBED
AS ONE BY ONE AND ONE HALF INCHES IN SIZE. VICTIM SHERBLOOM-S

[REDACTED] ADVISED [REDACTED] HAD SEVERAL NECKLACES WITH SMALL
CROSSES AMONG JEWELRY BUT NOT WEARING THEM RECENTLY AS PREFERS
WHITE GOLD CHAIN NECKLACE WITH SINGLE PEARL OR PEARL INSET
IN SHELL. [REDACTED] ADVISED [REDACTED] TOOK MOST OF
HER JEWELRY WITH HER WHEN LEAVING IN DEC LAST FOR INDIANAPOLIS
AND DOES NOT KNOW WHAT ITEMS SHE MAY HAVE TAKEN ABROAD.

VICTIM SHERBLOOM-S [REDACTED] UNAWARE OF [REDACTED] POSSESSING
ANY SKIRT WITH BLACK BOWS NEAR WAISTLINE OR UPPER GARMENT
IN GREEN WOOL WITH SWEATER CLOTH WRISTBANDS. VICTIM SHERBLOOM
PREFERRED PLAIN WHITE NYLON UNDERPANTS. NOT KNOWN TO HAVE
ANY FLORAL DESIGNS ON UNDERCLOTHING. VICTIM SHERBLOOM
CARRIED ST. CHRISTOPHER MEDAL KEY CHAIN AND SILVER AND PEARL
ROSARY IN PURSE. NO BLOOD TYPE FOR SHERBLOOM LOCATED
END PAGE TWO

b6
b7C

b6
b7C

b6
b7C

PAGE THREE

THROUGH QUEEN OF ANGELS HOSPITAL, PACIFIC TEL AND TEL OR

[REDACTED]
[REDACTED] WHO HAS CARED FOR SHERBLOOM
SINCE BIRTH. [REDACTED] BELIEVES VICTIM SHERBLOOM MAY HAVE
TWO INCH CUT SCAR ON RIGHT HEEL. FURNISHED X RAY TAKEN OF
VICTIM-S LEFT ANKLE IN FIFTYEIGHT. X RAYS BEING FORWARDED
NEW YORK. [REDACTED] ADVISED [REDACTED] UNABLE TO
CONTRIBUTE BLOOD TO ANY INDIVIDUAL OR ORGANIZATION. [REDACTED]

b6
b7C

[REDACTED] VICTIM DONNA LEE CARRIER,
FURNISHED RING OF SIMILAR SIZE TO OPAL RING WORN BY [REDACTED]
WHICH WAS DETERMINED TO BE ²SIZE SIX AND THREE FOURTHS IF
PERSON RIGHT HANDED OR SIX AND ONE FOURTH IF PERSON LEFT
HANDED. LATENT FINGERPRINTS OBTAINED FROM ITEMS IN VICTIM
CARRIER-S BEDROOM FORWARDED NYC. PHOTO ALBUM,
SUN GLASSES, TWO PHOTOGRAPHS, NOTE WRITTEN BY VICTIM CARRIER
AND CARRIER-S LIPSTICK CASES BEING FORWARDED IDENT DIVISION
FOR LATENT PRINT EXAMINATIONS. GIRDLE WORN BY VICTIM CARRIER
PURCHASED FROM BULLOCKS DOWNTOWN LOS ANGELES WHICH STORE
ADVISES FROM SALES SLIP THAT IT WAS AN OLGA CORSETRY GARMENT
AND WOULD HAVE BEEN SO LABELED. ELIMINATION PRINTS OF VICTIM-S

b6
b7C

END PAGE THREE ~~CORR. P1 L-10 WD 7 IS PEARL AND PW~~

~~0 P2 L-11 WD 6 IS SIZE~~

-&3 FOUR

[REDACTED] TAKEN AND BEING FORWARDED
IDENT DIVISION. [REDACTED] FORMER EMPLOYEE OF WALTER REED
ARMY HOSPITAL, WASHINGTON, D. C., SEPT SEVEN FORTYTHREE TO
DEC TWENTYFOUR FORTYTHREE. [REDACTED]

b6
b7C

[REDACTED] PHYSICIAN
FOR VICTIMS ROGER AND ANN B. CAMPBELL SINCE FIFTYFIVE HAS
NO BLOOD TYPE ON EITHER INDIVIDUAL. FURNISHED X RAYS OF
ANN B. CAMPBELL-S NOSE TAKEN WHEN FRACTURED JAN EIGHT
FIFTYNINE. X RAYS BEING FORWARDED NEW YORK. [REDACTED]
ADVISED VICTIM R. CAMPBELL HAD CURVATURE IN SPINE WHEN THIRTEEN
YEARS OF AGE WHICH CAUSED LEFT LEG TO BE LONGER THAN RIGHT.
X RAYS TAKEN OF R. CAMPBELL IN FIFTYFIVE BY [REDACTED] NOW
DESTROYED. [REDACTED]

b6
b7C

b6
b7C

[REDACTED], WHO EXAMINED VICTIM
R. CAMPBELL IN NOV LAST HAS NO BLOOD TYPE OR SIGNIFICANT
X RAYS. [REDACTED] ADVISES [REDACTED] CONTRIBUTED BLOOD
TO RED CROSS IN PORTLAND, OREGON BUT [REDACTED] NON CONTRIBUTOR.
PORTLAND BEING REQUESTED TO CONTACT LOCAL RED CROSS BLOOD
BANK FOR RECORD OF BLOOD TYPE ON VICTIM ANN B. CAMPBELL.
PHOTOS, X RAYS AND LATENT PRINTS REFERRED TO HEREIN BEING
END PAGE FOUR

b6
b7C

PAGE FIVE

FORWARDED NEW YORK VIA UAL PILOT FEB TWENTYTWO NEXT. NEW YORK WILL BE ADVISED OF PILOTS IDENTITY, FLIGHT NUMBER AND TIME OF ARRIVAL AT IDLEWILD. PHILADELPHIA BEING REQUESTED TO CONTACT HOSPITALS MENTIONED AT BRYN MAWR AND PHILADELPHIA FOR X RAYS OF VICTIM MICHELSON. VICTIM MICHELSON-S [REDACTED] ADVISED THIS PM [REDACTED] OBSERVED WEARING SMALL GOLD CROSS ON NECK CHAIN AT DINNER IN COLORADO SPRINGS JANUARY TWENTY EIGHT LAST BY [REDACTED] VICTIM MICHELSON IN LAST LETTER TO [REDACTED] TOLD OF PURCHASING A BLACK SKIRT IN PHILADELPHIA, BUT STYLE NOT DESCRIBED.

END AND ACK PLS

WA 4-16 AM OK FBI WA JHA

NY OK FBI NUXXX NY PH

TU DISC

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b6
b7C

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 23 1961

KCA

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mw

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

-- PRIORITY FEB 23, 1961

DIRECTOR, FBI, WASHINGTON, D.C.

ATTENTION COLON INSPECTOR IDENTIFICATION DIVISION
WASHINGTON.

yu
sd 7-1

b6
b7c

Crash Sabena Airlines Jet

*Kinnick
Belgium*

WE HAVE GONE AS FAR AS WE CAN GO ON ALL AMERICAN VICTIMS
WITH EXCEPTION OF THREE NAMED HEREINAFTER. DISCONTINUE RPT
DISCONTINUE ALL FINGERPRINT SEARCHES AND ALL ASSEMBLY OF BACKGROUND
IDENTIFYING INFORMATION ON ALL PASSENGERS EXCEPT DAYTON MARION
ALEXANDER, ROBERT STROPP, CARL W. SWALLENDER. WE HAVE SOME
INDICATIONS ON THESE LAST THREE AND IF YOU HAVE ANY PENDING
LEADS COVERED ON SWALLENDER COLON CABLE ME SIZE OF WEDDING RING
AND WHETHER IT MIGHT BEAR TRADENAME ORANGE BLOSSOM
STAMPED INSIDE. THE WEDDING RING WE HAVE IS YELLOW GOLD AND
OF FAIRLY LARGE SIZE WHICH WE ESTIMATE AT THIRTEEN-SIXTEENTHS
OF AN INCH ON INSIDE DIAMETER. ALSO OBTAIN SHOE SIZE AND WHETHER
WORD AVENUE^E IS STAMPED ON INSOLE AND WHETHER LACES KNOWN TO
BE PLACED IN ALTERNATE EYELETS ON SAME SIDE AND WHETHER IT IS
OF OXFORD TYPE. WE HAVE SUCH A SHOE IN SIZE 11-A. ALSO WE HAVE
PIECE OF OXFORD GRAY WOOL SOCK. IF YOU HAVE ANY KNOWN LAUNDRY
MARKS WOULD APPRECIATE THESE ALSO.

FORWARD NO FURTHER PACKAGES HERE AS WE ARE POINTING FOR DEPARTURE
FROM HERE ON SABENA FLIGHT AT NOON YOUR TIME TOMORROW.

WE WILL SEND LATER CONFIRMATION OF DEPARTURE PLANS.

PLEASE ADVISE NEW YORK

TROTTER-/-/-/-/-

REC-46

48477-21

18 FEB 23 1961

READ IN TXT ,, AVENUE,,

ONE

Called

Office

b6
b7c

.....
HOWS THIS QUERY QUERY QUERY QUERY QUERY QUERY

RCCD WELL AUXX QUERY

8-1111 7-58 AM OK FBI WA DV

TNX BIBIV

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mw

RELAYED TO

UNITED STATES GOVERNMENT

Memorandum

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

TO : MR. TROTTER *ph. J. air*

DATE: 2-21-61

FROM : b6
b7CSUBJECT: CRASH OF SABENA AIRLINES 707 JET
BRUSSELS, BELGIUM, 2-15-61

Re my memo 2-20-61 reporting that FBI Disaster Squad, through Saturday night, February 18, had identified 25 Americans who died in Sabena Airlines crash in Belgium (12 by fingerprints, 13 by physical description, jewelry, contents of clothing pockets, etc.), leaving 24 Americans yet to be identified.

A teletype was received from Mr. Trotter from Belgium evening of February 20, through State Department teletype system, furnishing following additional information regarding progress of FBI Disaster Squad in identifying victims of this crash:

(1) Two individuals have been positively identified on basis of right index fingerprints on Colorado drivers' licenses (one of these had been previously listed as unidentified and the other had been identified by other means).

(2) Disaster Squad has uncovered two erroneous identifications and rectified them.

(3) Numerous leads have been set out to obtain additional dental charts, minute descriptions of jewelry and clothing and detailed blood types of all Americans who remain to be identified. New York, office of origin, set out leads last night for various field offices to obtain this needed information.

Further results of work of Disaster Squad will be furnished when received. Attached clipping from Washington Star, dated February 20, reports that bodies of 24 unidentified Americans and one Canadian will be flown to United States for further attempts at identification. Mr. Trotter's communications have not mentioned this possibility.

ACTION:

ENCLOSURE

Enc.

For information.

AKB:hs

(6)

1 - Mr. Mohr
 1 - Mr. DeLoach

Teletype from Trotter 2/21/61 indicates this story is completely false.

ERC

REC-47

FEB 24 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc

25 Plane Victims To Be Returned

BRUSSELS, Feb. 20 (AP).—The bodies of 25 victims of last week's crash of a Boeing jetliner will be flown to the United States for further attempts at identification.

FBI fingerprint experts have helped identify many of the victims, police said, but were unable to identify the 25, believed to be 24 Americans and one Canadian.

Police sources said other identification methods, such as radiography, might be used in the United States.

Among the 73 who perished in the crash were the 18 members of the United States figure skating team and 32 other Americans.

**ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED**

DATE 9/9/81 **BY** SP-8 BTJ/mk

Washington Star
February 20, 1961

64-48477-22
ENCLOSURE

UNITED STATES GOVERNMENT

Memorandum

Tolson	✓
Parsons	✓
Mohr	
Belmont	
Callahan	✓
Conrad	✓
DeLoach	✓
Evans	✓
Malone	✓
Rosen	✓
Sullivan	
Trotter	
W.C. Sullivan	b6
Tele. Room	b7C
Ingram	
Gandy	

TO : MR. TROTTER

DATE: 2-20-61

FROM :

SUBJECT:

CRASH OF SABENA AIRLINES 707 JET
BRUSSELS, BELGIUM, 2-15-61

A message was received from Mr. Trotter from Brussels, Belgium, Saturday night, February 18, through State Department teletype system furnishing following information regarding progress of FBI Disaster Squad in identifying victims of Sabena Airlines crash up to that time:

25 of the 49 Americans who died in crash have been identified (12 by fingerprints, 13 by physical description, jewelry, contents of clothing pockets, etc.)

24 Americans remain to be identified (fingerprints have been obtained from 13 of them so far). FBI Disaster Squad is continuing efforts to identify these.

Because of considerable damage to bodies caused by impact and fire, strong possibility exists all bodies will not be identified. FBI Disaster Squad is confining its activities to identification problems only and will not participate in any projected mass burial if such becomes necessary.

Further results of work of Disaster Squad will be furnished when received.

ACTION:

For information.

AKB:hs
 (6)

- 1 - Mr. Mohr
- 1 - Mr. DeLoach

57 MAR 3 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 7/9/81 BY SP.8BTJ/mr

b6
 b7C

REC-47

12 FEB 24 1961

926

FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division



REC-7

YOUR FILE NO:

FBI FILE NO.

LATENT CASE NO.

64-48477-24 February 27, 1961
30649

TO: SAC, Los Angeles

EX 104

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
2/15/61
IDENTIFICATION MATTERS

REFERENCE: Letter 2/21/61
EXAMINATION REQUESTED BY: Los Angeles
SPECIMENS: One photo album
Six lipstick cases
Two separate photographs
One note
One fingerprint card

Six latent fingerprints of value were developed on the submitted items. These impressions are not identical with the fingerprints of Eleanor Mildred Carrier or Floyd Carrier.

All submitted items are being returned separately.

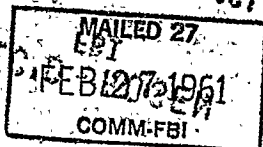
The results will be furnished Assistant Director C. Lester Trotter.

2 - New York LEO SD

Q 30 VN.21

Tolson _____
Mohr _____
Parsons _____
Belmont _____
Callahan _____
DeLoach _____
Malone _____
McGuire _____
Rosen _____
Tamm _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Holloman _____
Gandy _____

31/amr
(6)



ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc

John Edgar Hoover, Director

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☒

TELETYPE UNIT ☐

50 MAR 6 1961

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 2-23-61 10:00 am

Reference No:

Received: 2-23-61 sl

FBI File No:

Latent Case No: 30649

Answer to: SAC, Los Angeles

Examination requested by: Addressee

Copy to:

RE: CRASH OF SABENA AIRLINES JET,
FLIGHT 548
BRUSSELS, BELGIUM,
2/15/61
IDENTIFICATION MATTERS

Date of reference communication: 2-21-61

Specimens:

1 photo album
6 lipstick cases
2 photographs of unidentified friends
1 note
Fingerprints submitted for elimination;
ELEANOR MILDRED CARRIER
RETURN EVIDENCE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mw

encl 2/27/61
JL: amw

Result of examination:

Examination by:

Evidence noted by:

b6
b7C

3 cards from album and 1 photo to
photo 2-23-54.
1 latent fingerprint of value on "Test
Certificate" dated 3-20-55 - one on "Test
" " 8-25-56, " " "
" " 12-7-58 and 3 on
larger photo described as being "of
unidentified friends" 2-24-54.
Not identical Eleanor Carrier or Floyd
✓ e.p.

Carrier, DOB 5-18-02 (Name & info set
out in envelope containing Clean
Carrier's prints) 2-24 J. &
all submitted items returned separate.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C. 20535
VIT 100-1-100000-1000000



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

1340 W. 6th St.
Los Angeles 17, Cal.
Feb. 21, 1961

Director, FBI

Attention: Identification Division

SAC, Los Angeles

Re: Crash of Sabena Airlines Jet, Flight 548
Brussels, Belgium, 2/15/61
Identification Matters
OO: New York.

Remytel 2/21/61.

Enclosed herewith are items of a personal nature
belonging to Victim DONA LEE CARRIER, which were obtained
from her North Hollywood, Cal., residence by Special Agents
[redacted] on Feb. 21, 1961. All items
submitted should be examined for latent finger prints of
Victim CARRIER.

Items are listed as follows:

- 1 Photo Album of Victim DONA LEE CARRIER.
- 6 Lipstick cases belonging to Victim CARRIER.
- 2 Photographs of unidentified friends.
- 1 Note written by DONA LEE CARRIER.

Also enclosed is a set of fingerprints of Victim
CARRIER'S mother, Mrs. ELEANOR MILDRED CARRIER, for elimin-
ation purposes.

It is requested that the Photo Album, lipstick
cases, and individual photographs be returned to this office,
after they have been processed.

REC-2

Encl: 11

64-48477-24
MAR 1 1961
JH:amr

EX 104

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8BJT/mar

UNITED STATES GOVERNMENT

Memorandum

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

TO : MR. TROTTER

DATE: 2-24-61

FROM :

SUBJECT: CRASH OF SABENA AIRLINES 707 JET
BRUSSELS, BELGIUM, 2-15-61

b6
 b7C

Teletype has been received from Mr. Trotter today advising that FBI Disaster Squad is departing from Brussels, Belgium, at 6:00 P. M. (noon Washington time) today, due to arrive in New York City at 8:25 P. M. tonight.

Mr. Trotter feels all victims of this disaster will be certified by local authorities as having been identified due to information supplied to Belgian authorities and American Embassy there.

ACTION:

For information.

AKB:vp
 (6)

- 1 - Mr. Mohr
 1 - Mr. DeLoach

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc

EX 104

REC- 33

64-48427-25
12 FEB 28 1961

62 MAR 3 1961

UNITED STATES GOVERNMENT

Memorandum

Tolson _____
 Parsons _____
 Mohr _____
 DeLoach _____
 Callahan _____
 Conrad _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

TO : MR. TROTTER

DATE: 2-21-61

FROM :

SUBJECT:

CRASH OF SABENA AIRLINES 707 JET
 BRUSSELS, BELGIUM, 2-15-61

b6
 b7C

Teletype has been received from Mr. Trotter today advising that press in Belgium has been carrying a strictly false report that mass shipment of bodies from Sabena Airlines crash will be made to United States and identification of victims will be attempted in United States. Mr. Trotter said this story is absolutely false -- that orderly processing of identification of victims is continuing in Belgium with good results.

As a matter of fact, the false story to which Mr. Trotter referred did appear in the Washington Star, February 20 (clipping attached).

ACTION:

For information.

Enclosure

AKB:hs

(6)

- 1 - Mr. Mohr
- 1 - Mr. DeLoach

This is what we get for going into this. I myself too been about it originally. We should stay within confines of U.S.A. & its territories. The Disaster Squad isn't for touring. [unclear] 64-48477-26

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8 BTJ/mar

ENCLOSURE
 13/

62 MAR 3 1961

REC-61 9 MAR 1 1961

ONE

Central Research Section

Tolson _____
 Mohr _____
 Parsons _____
 Belmont _____
 Callahan _____
 DeLoach _____
 Malone _____
 McGuire _____
 Rosen _____
 Tamm _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

25 Plane Victims To Be Returned

BRUSSELS, Feb. 20 (AP).—The bodies of 25 victims of last week's crash of a Boeing jetliner will be flown to the United States for further attempts at identification.

FBI fingerprint experts have helped identify many of the victims, police said, but were unable to identify the 25, believed to be 24 Americans and one Canadian.

Police sources said other identification methods, such as radiography, might be used in the United States.

Among the 73 who perished in the crash were the 18 members of the United States figure skating team and 32 other Americans.

b6
b7C

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-1 BTJ/MG

The Washington Post and Times Herald _____
 The Washington Daily News _____
 The Evening Star A-2 _____
 New York Herald Tribune _____
 New York Journal-American _____
 New York Mirror _____
 New York Daily News _____
 New York Post _____
 The New York Times _____
 The Worker _____
 The New Leader _____
 The Wall Street Journal _____
 Date 2/20/61

64-48477-26
 ENCLOSURE

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 22 1961

TELETYPE

Mr. Tolson _____
Mr. Parsons _____
Mr. Mohr _____
Mr. Belmont _____
Mr. Callahan _____
Mr. Conrad _____
Mr. DeLoach _____
Mr. Evans _____
Mr. Malone _____
Mr. Rosen _____
Mr. Tavel _____
Mr. Trotter _____
Mr. W.C. Sullivan _____
Tele. Room _____
Mr. Ingram _____
Miss Gandy _____

URGENT 2-22-61 12-50 PM CC
TO SACS NEW YORK, BOSTON, WASHINGTON

FIELD OFFICE AND DIRECTOR, FBI

FROM SAC, LOS ANGELES /62-4979/ 2P

CRASH OF SABENA AIRLINES JET FLIGHT FIVE FOUR EIGHT, BRUSSELS,
BELGIUM, TWO FIFTEEN SIXTYONE, IDENTIFICATION MATTERS,

OO NEW YORK. RMYTEL TWO TWENTYONE SIXTYONE. FOOT PRINT OF
VICTIM R. MICHELSON, LATENT FINGERPRINTS OF VICTIM D.

CARRIER AND X DASH RAYS OF VICTIMS SHERBLOOM AND A. CAMPBELL
DISPATCHED NEW YORK VIA CAPTAIN [REDACTED] UNITED AIRLINES
FLIGHT EIGHT ONE SIX, SCHEDULED ARRIVAL AT IDYLWILD FOUR
FORTYFIVE PM TODAY. CAPTAIN EXPECTING AGENT TO CONTACT UPON
ARRIVAL. ITEMS HAVING LATENT PRINTS OBTAINED FROM RESIDENCE
OF VICTIM CARRIER DISPATCHED TO IDENTIFICATION DIVISION
VIA CAPTAIN [REDACTED] UNITED AIRLINES FLIGHT EIGHT ONE
TWO, SCHEDULED TO ARRIVE FRIENDSHIP AIRPORT, BALTIMORE,

11 FOUR FIFTY EST TODAY. SA SHOULD MEET FLIGHT UPON ARRIVAL
AT FRIENDSHIP. IF WEATHER PRECLUDES BALTIMORE LANDING,

FLIGHT WILL PROCEED TO NEW YORK OR BOSTON WHERE PACKAGE FEB 28 1961

END PAGE ONE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 1/9/81 BY SP-8 BTJ/mk

62 MAR 3 1961

TWO COPIES WFO

PAGE TWO

SHOULD BE OBTAINED FROM CAPTAIN AT UAL FLIGHT DISPATCH
OFFICE. WFO SHOULD CONTACT UAL OFFICIALS FOR DEFINITE
FLIGHT DESTINATION OF FLIGHT EIGHT ONE TWO AND ADVISE
PERTINENT OFFICE.

E ADVISED NEW YORK

END ACK PLS

3-56 PM OK FBI WA JS

OYKLFBI BS FF

TU DIS

I

b6
b7C

Called Ident

M 4

By [Signature]

Called Wash. Field

M 4

By [Signature]

UNITED STATES GOVERNMENT

Memorandum

TO : MR. TROTTER *by Trotter*

DATE: 2-23-61

FROM :

SUBJECT: CRASH OF SABENA AIRLINES 707 JET
BRUSSELS, BELGIUM, 2-15-61

Tolson	_____
Parsons	_____
Mohr	_____
Belmont	_____
Callahan	_____
Conrad	_____
DeLoach	_____
Evans	_____
Malone	_____
Rosen	_____
Tavel	_____
Trotter	_____
W.C. Sullivan	_____
Tele. Room	_____
Ingram	_____

A teletype was received from Mr. Trotter from Belgium this morning, through State Department teletype system, advising that FBI Disaster Squad is planning to leave Belgium at Noon (Washington time) Friday, February 24, due to arrive in New York Saturday morning, February 25.

b6
b7c

by Trotter

We have been requested to discontinue obtaining background identifying data on all passengers except three. New York Office is furnishing Mr. Trotter available information on these three passengers by cable today.

ACTION:

For information.

AKB:hs

(6) *hst*

1 - Mr. Mohr

1 - Mr. DeLoach

REC- 96

64-48477-28

25 MAR 1 1961

101 XE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mc

63 MAR 6 1961

UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI
ATTENTION: IDENTIFICATION DIVISION,
LATENT FINGERPRINT SECTION

DATE: 2/21/61

FROM : SAC, NEW YORK (62-12507)

SUBJECT: ^①
CRASH OF SABENA AIRLINES
JET FLIGHT 548 BRUSSELS,
BELGIUM
IDENTIFICATION MATTERS

Re: Passenger number 9, PATRICIA BARBARA DINEEN.

Enclosed herewith are the following items: 1 baby book, 1 can of hair spray and 23 miscellaneous papers of PATRICIA DINEEN.

Assistant Director TROTTER has requested that latent prints be obtained for PATRICIA DINEEN. He further advised that he has obtained prints from fingers 7 and 8 believed to be those of PATRICIA DINEEN.

It is requested that the Latent Fingerprint Section process enclosed items in an attempt to develop latent prints.

If any latent prints are developed photographs of such prints should be furnished the NYO for transmittal to Assistant Director TROTTER.

It is requested that the above items be returned to the NYO after latent fingerprint section has finished their examination.

- 3 - Bureau
(1 - Identification Division, Latent Fingerprint Section)
1 - New York (62-12507)

TJH:nbc
(4)

REC-96

MAR 7 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/5/81 BY SP-8 BTJ/mk

DEPT. OF JUSTICE

4/30/81



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

REC-96 64-48497-29

YOUR FILE NO. 62-12507

FBI FILE NO.

February 27, 1961

LATENT CASE NO. 30649

TO: SAC, New York

RE: CRASH OF SABENA AIRLINES
JET FLIGHT 548, BRUSSELS,
BELGIUM
IDENTIFICATION MATTERS

REFERENCE:

EXAMINATION REQUESTED BY:

Letter 2-21-61

New York

SPECIMENS:

One paperback book

One can of hair spray

Twenty-three miscellaneous paper items

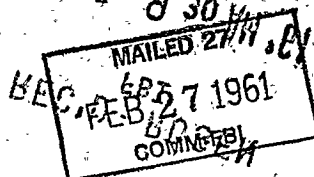
The submitted items have been examined and the results of the examination will be furnished Assistant Director C. Lester Trotter.

The submitted specimens are being returned separately.

GEG:bbc
(4)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mc

Tolson _____
Mohr _____
Parsons _____
Belmont _____
Callahan _____
DeLoach _____
Malone _____
McGuire _____
Rosen _____
Tamm _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____



John Edgar Hoover, Director.

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MAIL ROOM ☒TELETYPE UNIT ☐

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 2-23-61 4:00 pm

Reference No:

62-12507

Received: 2-23-61 sl

FBI File No:

64-48477-29

Latent Case No:

30649

Answer to: SAC, New York

Examination requested by: Addressee

Copy to:

RE: CRASH OF SABENA AIRLINES
JET FLIGHT 548 BRUSSELS,
BELGIUM
IDENTIFICATION MATTERS

Date of reference communication: 2-21-61

Specimens:

1 paper back book
1 can of hair spray
23 miscellaneous paper items
NOTE PARAGRAPHS 4 AND 5

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mw

Result of examination:

Examination by: Goodreau

Evidence noted by: *msb*

*13 Engrypoints & 1 PP developed on
4 of the pieces of paper. The pieces
of the cover of the book. No other
findings. Specimens sent
separately.*

*Dict 2-24-61
msb*

*ansd 2/27/61
Reg/abc*

The Attorney General

March 1, 1961

Director, FBI

**CRASH OF SABENA AIRLINES
FLIGHT 548
BRUSSELS, BELGIUM
FEBRUARY 15, 1961**

You will recall that the Belgian Government, through the United States Department of State, requested the services of the FBI Disaster Squad to assist in the identification of the 72 victims who were killed in the crash of a Sabena jet aircraft at Brussels, Belgium, on February 15, 1961. Among those who lost their lives were 40 American citizens, including 10 young members of the United States Figure Skating Team.

The FBI Disaster Squad arrived at Brussels during the evening of February 17, 1961, and learned that 11 American victims had already been identified through pocket contents. Our Disaster Squad determined that 3 Americans had been erroneously identified previously and these mistakes were rectified. The remains of the other 38 American victims were the most difficult to identify in view of the extensive impact and incineration damage which these bodies suffered. Our experts, however, were successful in identifying all of these 38 victims, as well as one Canadian citizen.

I thought you would be interested in the results of the work performed by our Disaster Squad.

Mr. Byron R. White
Deputy Attorney General

EX 100

REC-98

19 MAR 2 1961

RECORD READING ROOM

MAR 1 4 1 PM '61

Tolson
Parsons
Mohr
Belmont
Callahan
Conrad
DeLoach
Evans
Malone
Rosen
Sullivan
Tavel
Trotter
Tele. Room
Holmes
Gandy

BEP:bmg
(8)

Mr. Mohr
Mr. C. A. Evans

MAIL ROOM TELETYPE UNIT

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 7/9/81 BY SP-8 BTJ/mk

7 MAR 2 1961

VIC 1424

038

18 197 11

Tolson ☒
 Parsons ☒
 Belmont ☒
 Callahan ☒
 Conrad ☒
 DeLoach ☒
 Evans ☒
 Malone ☒
 Rosen ☒
 Tavel ☒
 Trotter ☒
 W. C. Sullivan ☒
 Tele Room ☐
 Ingram ☐
 Gandy ☐

b6
 b7C

All Air Crash AID Bodies Identified

BRUSSELS, Feb. 23 (AP).—All the bodies of the 73 victims of the Sabena Airlines crash near Brussels have been identified, police sources announced today.

They praised the help given by FBI specialists who flew here with fingerprints, dental charts and other medical or surgical data on the 49 Americans killed in the crash.

Sabena officials had said yesterday that nine of the Americans might never be identified because of the condition of the bodies.

This will never catch up with erroneous statement issued earlier by Sabena Airlines.

The Washington Post and Times Herald ☐
 The Washington Daily News ☐
 The Evening Star ☒ A10
 New York Herald Tribune ☐
 New York Journal-American ☐
 New York Mirror ☐
 New York Daily News ☐
 New York Post ☐
 The New York Times ☐
 The Worker ☐
 The New Leader ☐
 The Wall Street Journal ☐
 Date ☐

REC-9

64-48477-31

17 MAR 2 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8 BTJ/mr 13

BY SP-8 BTJ/mr 13

*File-one
 BP*

FEB 23 1961

67 MAR 27 1961

UNITED STATES GOVERNMENT

Memorandum

Tolson _____
 Parsons _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

TO : MR. MOHR

DATE: 2/16/61

CLT

FROM : C. L. TROTTER

SUBJECT: CRASH OF SABENA AIRLINES 707 JET
BRUSSELS, BELGIUM
 4:00 A.M. EASTERN STANDARD TIME
 2/15/61

Burlingame

My two memoranda of 2/15/61 advised of the crash of captioned airliner at Brussels, Belgium; that Sabena's New York office was aware of services of FBI Disaster Squad and that Sabena wanted us to assist in identifying the victims. (49 of the 73 killed were Americans.) Sabena said they would provide transportation. Sabena's Brussels' office advised later in the afternoon, however, that the American Consul General in Brussels felt he could handle identification problem.

At 11:30 A.M., Bureau's Legal Attache, William F. Doyle, Paris, France, telephoned stating Consul General at Brussels requests FBI Disaster Squad to identify victims. The Embassy and the Belgium Government both concur in this request. Brussels Consul General stated that at the time Sabena contacted him yesterday he did not have a full picture of the scope of the problem and he thought it would be handled locally. He now states it is absolutely essential, according to Doyle, that he have qualified Bureau identification personnel in Brussels to assist, if such is at all possible.

State Department has also contacted Bureau through Liaison this morning stating that the Embassy in Belgium urgently desires services of FBI Disaster Squad. State has also received a call from the Belgium Embassy here in Washington urging that Bureau's Disaster Squad be sent to assist.

RECOMMENDATION:

FBI
 RECEIVED

Since the Belgium Government and the Department of State, as well as Sabena Airlines, have now indicated services of FBI Disaster Squad are urgently needed, it is recommended that we accede to this request.

- 1 - Mr. DeLoach
 1 - Mr. Trotter

REC-50

FEB 28 1961

CLT:hif

(4)

62 MAR 3 1961

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 9/9/01 BY SP-8 BTJ/mr

64-48477-32

MAR 1

Invoice of Contents from
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C.

Date 2-28-61

Case References CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
2-15-61

Consigned to: SAC, Philadelphia

IDENTIFICATION MATTERS

List of Contents

2-28-61 64-48477
MXXTAMX762K

6 X rays
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/MAL FBI
17598
MAILED 5
FEB 28 1961

_____ b2
 _____ b6
 _____ b7C

 XXXX

SPECIAL INSTRUCTIONS: Mail Room, place date of shipment and registry number; Shipping Room, show date of shipment, bill of lading number and initial this invoice; then return it to person whose name is checked in column at right. After this checked name has been initialed, invoice should be placed in administrative file. 62 MAR 3 1961

Invoice of Contents from
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C.

Date 2-27-61Case References CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUMConsigned to: SAC, Los Angeles2-15-61
IDENTIFICATION MATTERSList of Contents

- 1 photo album
- 6 lipstick cases
- 2 separate photographs
- 1 note
- 1 fingerprint card

**ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 7/9/81 BY SP-8**

2-27-61



IB

xxx

SPECIAL INSTRUCTIONS: Mail Room, place date of shipment and registry number; Shipping Room, show date of shipment, bill of lading number and initial this invoice; then return it to person whose name is checked in column at right. After this checked name has been initialed, invoice should be placed in administrative file.

50 MAR 6 1961 131

b2
b6
b7C

Invoice of Contents from
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C.

Date 2-27-61

Case References CRASH OF SABENA AIRLINES
JET FLIGHT 548
BRUSSELS, BELGIUM
IDENTIFICATION MATTERS

Consigned to: SAC, New York
(62-12507)

717473

MAILED 25

FEB 27 1961

COMM-FBI

List of Contents

- 1 paperback book
- 1 can of hair spray
- 23 miscellaneous paper items

**ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED**

DATE 9/9/81 **BY** SP-8BTJ/mrc

2-27-61

~~XXXXXX~~

64-4847

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62 MAR 3 1961
13/

XXXX

UNITED STATES GOVERNMENT

Memorandum

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

TO : Mr. A. H. Belmont

DATE: February 18, 1961

FROM : SUBJECT: SABENA JET 707

NEW YORK - BRUSSELS FLIGHT NO. 548
INFORMATION CONCERNING

On 2-18-61  Office of Security, Department of State, advised that the U. S. Ambassador, Belgium, had been requested by Belgian authorities to obtain a copy of fingerprints of Daniel C. Ryan, one of the Americans who perished in the crash of the captioned plane. A check was made with the Identification Division  was telephonically informed that Bureau personnel already were in Belgium endeavoring to establish identification of the passengers.  was informed that the Bureau people were in possession of Ryan's prints.

 thanked the Agent for the prompt reply and stated that he would inform the Ambassador concerning the above.

ACTION:

The above information is being directed to the attention of the Identification Division.

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81

BY SP-8BTJ/MC

REC-58
 EX-114

64-48477-33

13 MAR 1 1961

- 1 - Mr. Belmont
- 1 - Mr. Trotter
- 1 - 

SJP:ms
 (4)

50 MAR 6 1961

b6
 b7C

Invoice of Contents from
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mh

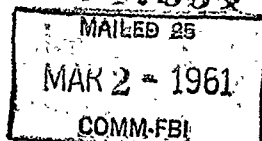
Date 3-2-61

Case References CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

Consigned to: SAC, Denver

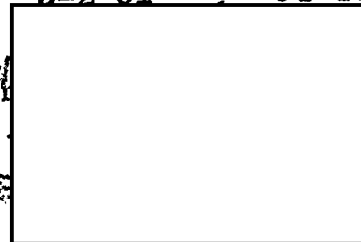
List of Contents

2 X rays for James Edward Scholdan
15 X rays & 1 dental chart of Edward Scholdan



3-2-61

64-48477



xxx

b2
b6
b7C

SPECIAL INSTRUCTIONS: Mail Room, place date of shipment and registry number; Shipping Room, show date of shipment, bill of lading number and initial this invoice; then return it to person whose name is checked in column at right. After this checked name has been initialed, invoice should be placed in administrative file.

63 MAR 6 1961

OUTGOING TELEGRAM Department of State

INDICATE: ☐ COLLECT
☐ CHARGE TO

UNCLASSIFIED

1961 FEB 16 PM 7 09

57

07624

Origin
EUR

SENT TO: Amembassy, BRUSSELS PRIORITY 1573

Info:

L
P
USIA
INR
CIA
NSA
CAB
COM
FAA
FBI

RMR

FBI disaster investigation team arriving Brussels noon
local time BEA Flight 430.

Sabena Airlines

RUSK

64-48477-
NOT RECORDED
10 MAR 1961

b6
b7c

Drafted by:

EUR:WE:RHM:blh 2/16/61

Telegraphic transmission and
classification approved by:

William L. Blue

Clearances:

50 MAR 7 1961

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FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C.

Date 3-6-61

Case References CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

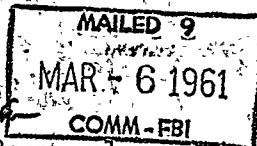
Consigned to: SAC, Boston
(32-479)

List of Contents

Plaster upper and lower dental models

**ALL INFORMATION CONTAINED
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DATE 9/9/81 BY SP-8BJJ/mf**

718072



3-7-61

64-48477



xxx

SPECIAL INSTRUCTIONS: Mail Room, place date of shipment and registry number; Shipping Room, show date of shipment, bill of lading number and initial this invoice; then return it to person whose name is checked in column at right. After this checked name has been initialed, invoice should be placed in administrative file.

b2
b6
b7C

UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI
ATTENTION: IDENTIFICATION DIVISION

DATE: 2/21/61

FROM : SAC, SEATTLE (32-106)

SUBJECT: CRASH OF ^①SABENA AIRLINES JET,
FLIGHT 548,
BRUSSELS, BELGIUM,
2/15/61
IDENTIFICATION MATTERS
OO: NEW YORK

Re New York teletype to Seattle, 2/20/61 *you 9-1*

Belgium
NYORK Assistant Director TROTTER and staff in Brussels, Belgium, effecting identification of crash victims. He has requested attempts be made to obtain latent fingerprints of victim ILA RAY HADLEY.

On February 21, 1961, [redacted]

[redacted]
of victim ILA, made available the following items he states would have most likely been in ILA's exclusive possession:

Travel literature from Austria, England, Italy, Spain, Air France and the French Government.

A 1960 calendar from Harb's Club.

A program for Job's Daughters, 1960.

A school assignment notebook.

One book of verse by EDWARD GUEST.

One book entitled "All about Parrkeets".

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mc

③ - Bureau
1 - Seattle
CNG/pjh
(4)

EX-113

REC-60

64-48477-25
25 MAR 1 1961

51 MAR 7 1961 *675*

b6
b7C

b6
b7C

SE 32-106

Travel literature from the American Geographical Society.

Three dance programs.

[redacted] especially wants the dance programs returned to him as mementos of [redacted]. He states he does not necessarily want the return of other items listed.

b6
b7C

The Identification Division is requested to examine items mailed for latent fingerprints and send results to New York via "Personal Care" of commercial airline's pilot, strike permitting, for subsequent trans-shipment to Brussels, Belgium.

2-Orig. & 1
1-Yellow
1-Liaison

Legal Attache, Paris

Director, FBI

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mh

CRASH OF SABENA AIRLINES FLIGHT 548 -
707 JET, BRUSSELS, BELGIUM, 2-15-61

As you know, captioned airliner crashed near Brussels Airport on the morning of 2-15-61, killing all passengers including 49 American citizens, 18 of whom were members of the U. S. Figure Skating Team. The accident was described as the worst in Sabena's history and was the first involving a regularly scheduled commercial Boeing 707 jet.

At the request of the Belgian Government and Sabena Airlines, approval was given for the FBI disaster squad to travel to Brussels in order to assist in identifying the victims. New York was made office of origin in the United States in order to develop as much background data as possible concerning the American passengers aboard.

On arriving at Brussels, the disaster squad was met by the American Consul, Enail McGowan, and a French translator, [redacted] who acted as liaison man with the Belgian authorities. Bureau officials were then introduced to the Commissioner of the Belgian Police Judiciaire, M. Georges Van-Cakenberghe, who appeared to have primary responsibility for identification of the victims and also to the King's Attorney, M. Raymond Charles. It was made clear to them that the purpose of the disaster squad was to assist in identifying crash victims and was not concerned in any way with investigating the cause of the crash. All people contacted were courteous and offered all possible assistance.

In general, the problem of identification was most difficult due to the fact that the remains of the victims were badly mangled and incinerated. Due to the lapse of time, decomposition had set in which not only presented a health problem but further complicated the identification difficulties.

The disaster squad was successful in positively identifying 16 Americans by fingerprints. Eleven other American passengers had been processed and identified by [redacted]

1-Bonn

1-Foreign Liaison Unit (detached)

REP:eft
(6)

ROUTE TO IDENTIFICATION DIVISION BEFORE TRANSMITTAL.

SEE NOTE PAGE 3

50 MAR 7 1961

MAIL ROOM

TELETYPE UNIT

MAILED 3
MAR 2 - 1961
COMM-FBI

Tolson
Parsons
Mohr
Belmont
Callahan
Conrad
Loach
Rosen
Sullivan
Tavel
Trotter
Tele. Room
Holmes
Gandy

Letter to Legal Attache, Paris
Re: CRASH OF SABENA AIRLINES FLIGHT 548 -
707 JET, BRUSSELS, BELGIUM, 2-15-61

Belgian authorities prior to the arrival of the squad. In addition, through intensive efforts by New York and other domestic field offices in developing possible means of identification coupled with on-the-spot comparison by members of the disaster squad, it was possible to establish "identifying points" concerning the remaining 22 Americans plus one Canadian, which evidence strongly tends to establish the identification of those individuals.

A number of interesting techniques were employed in establishing the probable identities of a number of the victims. In one instance, latent fingerprints were obtained from personal articles of two skaters in the United States and compared with fragments of prints recovered from Belgian remains. In another case, X-ray examination of a victim's foot showed the presence of a needle point known to have been in the foot of one of the passengers. An unusual manner of lacing shoes served to establish possible identity in another case. In other instances, laundry marks, jewelry, underwear brand names, and dental charts helped establish probable identities. In the latter connection, the squad was given immeasurable assistance by [redacted], U. S. Army Quartermaster Mortuary System, Frankfurt, Germany, APO 757, New York City, who worked closely and constantly with squad members in establishing dental peculiarities and comparing them with known charts of victims. His work was competent, outstanding and of tremendous assistance.

During the course of the disaster squad's work, three erroneous identifications by Belgian authorities were noted and rectified. In one case, the remains of a female had been placed in a sealed casket and identified as male. It was apparent that Belgian authorities rapidly developed a deep respect for the methods and techniques used by the squad. They were unanimous in stating that the techniques they observed far surpassed anything they had ever seen. Prior to the return of the disaster squad to the United States and at the request of the Belgian authorities, an informal discussion was held, attended by some 35 top Belgian police officials, with a view to explaining the work of the squad and assisting the authorities in the event a similar event

Letter to Legal Attache, Paris
Re: CRASH OF SABENA AIRLINES FLIGHT 548 -
707 JET, BRUSSELS, BELGIUM, 2-15-61

should occur in the future. All authorities expressed their deep appreciation for the prompt, painstaking and competent manner in which the disaster squad performed its duties.

A copy of the report showing identifying processes of all 49 Americans was left with the Belgian police, the American Embassy and Sabena. A copy will be forwarded to Paris in the near future.

The Belgian press had originally stated that 20 or more bodies would be shipped back to the United States without having been identified. Bureau officials arranged for this erroneous report to be refuted by Belgian authorities and for an accurate statement of efforts to be set forth. Subsequent press publicity was excellent, commenting on the efficient and remarkable work of the squad.

The foregoing is being set forth in some detail for your assistance inasmuch as in your future contacts with Belgian authorities, there will undoubtedly be some discussion of this matter.

NOTE ON YELLOW: See memorandum Trotter to Mohr dated 2-27-61, captioned "CRASH OF SABENA AIRLINES FLIGHT 548--707 JET, BRUSSELS, BELGIUM, FEBRUARY 15, 1961." CLT:VH.



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

LATENT CASE NO.

March 2, 1961

TO: SAC, Denver

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 540, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP8BJJ/mk

REFERENCE: Specimens received February 21, 1961
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Two X rays for James Edward Scholdan
 Fifteen X rays and one dental chart of
 Edward Scholdan

The above-mentioned specimens are being returned
 to you separately since they have served their purpose in
 this case.

1 - New York (62-12507)

REC-90

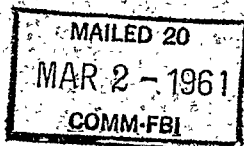
64-48477-36

JEB/amr
(5)

101 XIA

19 MAR 3 1961

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____



50 MAR 7 1961

John Edgar Hoover, Director

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MAIL ROOM ☒TELETYPE UNIT ☐



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

LATENT CASE NO.

March 2, 1961

TO: SAC, St. Louis

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/ma

REFERENCE: St. Louis letter dated 2-17-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: Four dental charts

One sheet of dental X rays

The submitted material has served its purpose
in this case and is enclosed for return to
along with an appointment card, as requested.

Enc. (6)

1 - New York (62-12507)

EX-114

REC-69

64-48477-

JEB/amr
(5)

MAILED 27

MAR - 2 1961
COMM-FBI

19 MAR 3 1961

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

62 MAR 8 1961

John Edgar Hoover, Director

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☐ TELETYPE UNIT ☐

Case Memorandum • UNITED STATES GOVERNMENT

TO : SAC, NEW YORK (62-12507)

DATE: February 17, 1961

FROM : SAC, ST. LOUIS

SUBJECT: CRASH OF SABENA AIRLINES JET,
FLIGHT 548, BRUSSELS, BELGIUM,
FEBRUARY 15, 1961
IDENTIFICATION MATTERS
OO: NEW YORK

Re Bu tel to New York and St. Louis 2-17-61.

St. Louis has obtained all available dental records of crash victim WALTER SIDNEY POWELL. These were furnished by dentist, [REDACTED]

b6
b7C

This information to be used by FBI Identification Team at Brussels.

RUC

2 - New York (62-12507) (1 copy with package)
1 - St. Louis (62-SJP:mvs
(3)

P.S. [REDACTED] has requested that these records be returned to him when they have served their purpose. Return to St. Louis Office for delivery.

b6
b7C

Specimens detached and returned JEB LFRS

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE

9/9/81

BY SP-8 BTJ/mk

WJ

*and 3-2-61
JEB amw*

64-48477



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 32-196
 FBI FILE NO. 64-48477
 LATENT CASE NO.

March 2, 1961

TO: SAC, Philadelphia

RE: CRASH OF SABENA AIRLINES JET
 FLIGHT 548, BRUSSELS, BELGIUM
 FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mk

REFERENCE: Teletype 2-17-61 from Philadelphia
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Dental chart of Peggy Lovering

The dental chart of Margaret Pozzuolo (Peggy
 Lovering) has served its purpose in this case and is
 enclosed, together with an identifying paper and an
 envelope, for return to [redacted]

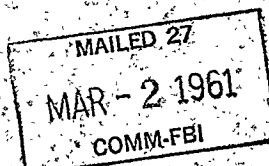
Enc. (3)

1 - New York (62-12507)

REC-65

64-48477-38

19 MAR 3 1961

JEB/amr
(5)

EX-113

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

John Edgar Hoover, Director

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☒ TELETYPE UNIT ☐



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

32-479

March 3, 1961

FBI FILE NO.

64-48477

LATENT CASE NO.

TO: SAC, Boston

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mr

REFERENCE: Boston letter 2-17-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: Two dental X rays and one description sheet of
dental work performed on Dudley Richards

Since the submitted material has served its purpose
in this case, it is enclosed, together with an identifying
envelope, for return to [redacted]

Enc. (4)

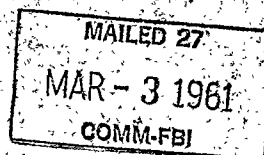
b6
b7C

1 - New York (62-12507) REC-90

EX-106

64-48477-39

12 MAR 6 1961

JEB/amr
(5)

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

John Edgar Hoover, Director

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☐ TELETYPE UNIT ☐

SAC, NEW YORK (62-12507)

2/17/61

SAC, BOSTON (32-479)

CRASH OF SABENA AIRLINES
JET FLIGHT # 548, BRUSSELS,
BELGIUM, 2/15/61.
IDENTIFICATION MATTERS

Enclosed for the New York Office are the following dental records pertaining to DUDLEY SHAW RICHARDS, one of the victims of instant crash:

1. List of dental services rendered to RICHARDS.
2. Two dental X-rays taken in connection with treatment of RICHARDS.

The above listed items were furnished to SA [redacted] on 2/17/61, by [redacted]

[redacted] stated he has nothing else in his possession which would assist in identifying RICHARDS and requested that the X-rays be returned to him when they are no longer needed by the FBI.

P.
3-New York (Encl-3)
1-Boston
JCH:
(4)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/5/81 BY SP-8 BTJ/mh

*Specimens detached
and returned.
JEB LFP*

*WFD
JEB*

*and 3-3-61
JEB am*



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

March 3, 1961

FBI FILE NO.

64-48477

LATENT CASE NO.

TO: SAC, Houston

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/91 BY SP-8 BTJ/mk

REFERENCE: Specimens received 2-22-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: Fingerprints of Iris Jean Duke, Linda Foster,
and Daurice HerringTrans-Texas Airways letter dated February 16,
1961, and two application forms

Three dental X rays for Daurice Herring

One dental chart, one dental X ray, and two
dental description sheets for Iris Jean Duke

MAILED 27

MAR - 3 1961

COMM-FBI

The three fingerprint cards are being retained in
the Bureau's files since they were used in effecting identi-
fications of these three persons, unless Trans-Texas Airways
desires their return.

The above-mentioned material, except the finger-
print cards, is enclosed, together with three identifying
envelopes and one identifying tag.

Enc. (14)

1 - New York (62-12507)

JEB/amr
(5)

19 MAR 6 1961

John Edgar Hoover, Director

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

62 MAR 8 1961

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☒ TELETYPE UNIT ☐



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. **62-12507**
 FBI FILE NO. **64-48477**
 LATENT CASE NO.

March 3, 1961

TO: SAC, New York

**ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED**

DATE 9/9/81 BY SP-8 BTJ/mc

RE: **CRASH OF SABENA AIRLINES JET
 FLIGHT 548, BRUSSELS, BELGIUM
 FEBRUARY 15, 1961**

REFERENCE: Specimens received Brussels, Belgium, 2-18-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Five tooth X rays of Max Silberstein

Since this individual was identified by fingerprints,
 the X rays of the teeth no longer needed. The five X rays, an
 identification envelope, and an identification paper enclosed.
 The X rays should be returned to [redacted]
 [redacted]

Enc. (7)

b6
b7CJEB/amr
(4)

REC-90

EX 106

19 MAR 6 1961

MAILED 27

MAR - 3 1961

COMM-FBI

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

John Edgar Hoover
 John Edgar Hoover, Director

62 MAR 8 1961

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MAIL ROOM ☒ TELETYPE UNIT ☐



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

March 3, 1961

FBI FILE NO.

64-48477

LATENT CASE NO.

TO: SAC, Newark

RE:

CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP8 BTJ/mh

REFERENCE: Specimens received Brussels, Belgium, 2-19-61
EXAMINATION REQUESTED BY: Bureau
SPECIMENS: One dental chart for H. Herbert Myers

Since the dental chart has served its purpose in
this case, it is enclosed for return to [redacted]
together with an
identification envelope.

Enc. (2)

1 - New York (62-12507)

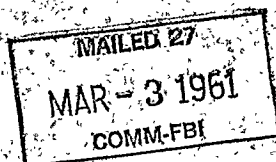
REC-7

JEB/amr
(5)

EX-108

19 MAR 6 1961

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____



John Edgar Hoover, Director

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MAIL ROOM ☒TELETYPE UNIT ☐



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

64-48477

LATENT CASE NO.

March 3, 1961

TO: SAC, Kansas City

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/hh

REFERENCE: Kansas City airtel 2-19-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: Two dental X rays of Stephanie Westerfeld
 One dental X ray of Sharon Westerfeld

The dental X rays have served their purpose in
 this case and are enclosed for return to [redacted]

Enc. (3)

b6
b7C

1 - New York (62-12507)

REC-7

64-48477-43

JEB/amr
(5)

MAILED 27

MAR - 3 1961

COMM-FBI

19 MAR 6 1961

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

51 MAR 9 1961

John Edgar Hoover, Director

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☒TELETYPE UNIT ☐

2/19/61

A I R T E L

AIR MAIL

TO: SAC, NEW YORK (62-12507)
FROM: SAC, KANSAS CITY (32-New)

CRASH OF SABENA AIRLINES JET FLIGHT
548, Brussels, Belgium 2/15/61
IDENTIFICATION MATTERS

Re Kansas City teletypes to New York 2/17 and 18/61;
Kansas City airtels to New York 2/17/61; New York teletype
to Kansas City 2/18/61.

[redacted] advised that the following description of
dental work which he performed on SHARON and STEPHANIE
WESTERFELD on the indicated dates will be valuable, in
identifying the girls. This information was furnished New
York by referenced Kansas City teletype 2/18/61.

Dental identification on SHARON WESTERFELD last
seen by [redacted] Dec. 20, 1957, reflects orthodontic work
had been completed, after which a bridge was put in
supplying missing maxillary laterals. After 12/20/57, pontics
were placed in, on the bridge work. [redacted] is of the
opinion that SHARON's congenitally missing maxillary laterals
would be an immediately identifying factor. [redacted]
advised that he suggested removal of SHARON's third molars
but he is not certain they were removed; however, they may
have been.

Dental identification on STEPHANIE WESTERFELD
who was last seen by [redacted] 6/28/58 reflects STEPHANIE
had been under orthodontic treatment for several years.
Her maxillary second molars were removed in order to retract
the first molars and the anterior teeth.

2-New York (Enc.-3)
2-Kansas City

GTB/jcm

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP8BTJ/mf

*Specimens detached and
returned FEB 24 1961
and 3-3-61
FEB am*

69-48977

KC 32-New

This gives room for third molars to erupt when ready. The lower right first bicuspid was removed to make room to relieve cutting in the lower anterior region and this space was closed. Her mouth was free from feelings at time of examination. [] stated that such an arrangement of teeth as indicated above in STEPHANIE's mouth would seldom be encountered, in any mouth.

b6
b7C

[] stated that the only film available for SHARON is one extra-oral film of the molar region only. It reflects the third molars in place and shows feelings in second and first molars. This film is dated 12/20/57 and is enclosed herein.

[] made available extra-oral film of STEPHANIE's mouth, lateral jaw picture dated 10/5/56 and also inter-dental films of all teeth of STEPHANIE, taken 2/21/55. [] stated, however, that due to development and age changes, the value of this film is limited. He stated that his description of work done would be more valuable in identification. Enclosed for New York is above described extra-oral films.

b6
b7C

[] requests that this film be returned to him upon completion of its use.



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

64-43477

LATENT CASE NO.

March 3, 1961

TO: SAC, Detroit

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mw

REFERENCE: Communication from Detroit dated 2-17-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: One dental chart and one dental X ray of
Douglas Ramsey
Three Photostats of the birth certificate
of Ramsey

Since the above specimens have served their
purpose in this case, they are enclosed for your dis-
position.

Enc. (5)

1 - New York (62-12507)

REC-7

64-43477-49

MAILED 27

MAR - 3 1961

COMM-FBI

19 MAR 6 1961

EX-108

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

JEB/amr
(5)

John Edgar Hoover, Director

62 MAR 8 1961

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☒TELETYPE UNIT ☐

FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 23 1961

TELETYPE

Mr. Tolson
Mr. Parsons
Mr. Mohr
Mr. Belmont
Mr. Callahan
Mr. Conrad
Mr. DeLoach
Mr. Evans
Mr. Malone
Mr. Rosen
Mr. Tavel
Mr. Trotter
Mr. W.C. Sullivan
Tele. Room
Mr. Ingram
Miss Gandy

URGENT 2-23-61 11-10 AM CST CAW

TO DIRECTOR, FBI ATTN. IDENT. DIV. AND SACS NEW YORK 62-12507

WASHINGTON FIELD, AND ST. LOUIS

FROM SAC, KANSAS CITY 32-624 2 P

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS,

BELGIUM, FEB. FIFTEEN, SIXTYONE, IDENTIFICATION MATTERS. OO NEW

YORK. RE NEW YORK TEL TO KANSAS CITY FEB. TWENTYTWO LAST. KANSAS

CITY BY AIRTEL FEB. TWENTY LAST ADVISED NEW YORK NO FINGERPRINT

CARD AVAILABLE FOR DALLAS LARRY PIERCE IN MILITARY RECORD NINTH

MARINE CORPS RESERVE AND RECRUITMENT DIST., KCMO. CAPT. [REDACTED]

[REDACTED] NINTH MARINE CORPS RESERVE AND RECRUITMENT DIST.,

TODAY ADVISED PIERCE HAS NO PREVIOUS ACTIVE MILITARY SERVICE.

INITIALLY ENLISTED INDIANAPOLIS, IND., AND AS OF FEB. FIFTEEN

LAST CARRIED AS CLASS THREE MEMBER, READY RESERVE, NINTH MARINE

CORPS RECRUITMENT DIST., KCMO. ADVISED FINGERPRINT CARDS ON

ENLISTEES FORWARDED USUALLY TO HEADQUARTERS, MARINE CORPS, WASH.,

D. C. SUGGESTED FINGERPRINT CARD AT HEADQUARTERS, MARINE CORPS,

WASH., DC. IDENT. DIV., FBI, OR FEDERAL RECORDS CENTER, ST. LOUIS,

MO. WASHINGTON FIELD, ST. LOUIS AND IDENT. DIV. OF BUREAU, IF

RECEIVED

EX 100

64-48477-45

MAR 7 1961

TWO COPIES WFO

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc

52 MAR 15 1961

64-48477

EX 100

REC-7

64-48477-45

MAR 7 1961

TWO COPIES WFO

PAGE TWO

NOT ALREADY DONE, ATTEMPT OBTAIN FINGERPRINTS HEADQUARTERS MARINE
CORPS., WASH., D. C., FEDERAL RECORDS CENTER, ST. LOUIS, AND
IDENT DIV. RESPECTIVELY AND FORWARD NEW YORK IMMEDIATELY. FOR
INFO ALL OFFICES DALLAS LARRY PIERCE, W M, MCSN ONE SIX EIGHT
NINE NINE NINE EIGHT, BORN AUG. FIVE, THIRTYSIX, INDIANAPOLIS.
END

ACK IN ORDER PLS

WA 12-14 PM OK FBI WA JS

NY OKM FBI NY JLW

SL OK FBI SL SFW

TU DISC

Called Ident

M

By

b6
b7C

F B I

Date: 2-27-61

Transmit the following in Plain Text

(Type in plain text or code)

Via Airtel

REGISTERED

(Priority or Method of Mailing)

To: Director, FBI

ATTENTION: IDENTIFICATION DIVISION

From: Legat, Ottawa (64-828)

Subject: SABENA AIRLINES CRASH
BRUSSELS, BELGIUM

Re telephone call to the writer on 2-21-61, from SA [] of the New York Office and my telephone call to SA [] on 2-24-61.

The [] as the result of the request for identifying data concerning Victor Maes advised that his clothing consisted of a grey three-button suit with dim check purchased at Grafton's, Brantford, Ontario; three-button grey topcoat; moss green hat, purchased at Budd Store, Simcoe, Ontario; dark brown shoes purchased Montreal Shoe Store, Brantford; jacket with knitted cuffs and collar; plaid "Gr" and grey sport shirt; new socks and pajamas, blue single button suit; dark blue denim jacket. Maes also had in his possession a shaving kit, medicinal supplies, small blue handbag, used leatherette suitcase, passport, inoculation certificate, naturalization certificate, round gold wristwatch, automatic, stainless steel back, number A2G03 on inside back cover. Maes described as 5'7", 165 lbs, blue eyes, no glasses, dark brown thin straight hair, long wide nose. No dental chart available for Maes, but he had pulled some of his own teeth.

The [] further advised that it had been learned relatives were at the crash scene to identify the body and that Maes' [] had been advised at noon on 2-24-61, by Sabena Airlines that the body of [] had been positively identified. It was further stated that Maes' fingerprints might be available through the Belgian Army in which he served over a year as a medical orderly.

RUC

3 - Bureau
1 - OttawaMLI:jhc
(4)

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mc

25 MAR 1961

Approved: [] Special Agent in Charge

Sent [] M Per []

E O 12812 MAR 13 1961

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 23 1961

TELETYPE

URGENT 2-23-61 4-21 PM GJ

TO DIRECTOR, FBI AND SAC, NEW YORK /62-12507/
FROM SAC, LOS ANGELES /62-4979/ 1P

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS,
BELGIUM, FEBRUARY FIFTEEN LAST. IDENTIFICATION MATTERS. OO NEW YORK.
REMYTEL FEBRUARY TWENTY ONE LAST.

[REDACTED] TREATED ANNE B. CAMPBELL
FOR LACERATIONS ON RIGHT SIDE OF SCALP AND UPPER LIP, OCTOBER TWO,
NINETEEN FIFTY SIX. NO BLOOD TYPE TAKEN BY DOCTOR OR BY CENTINELA
HOSPITAL, INGLEWOOD, CALIFORNIA. [REDACTED] BELIEVES SCALP
LACERATIONS MAY HAVE RESULTED IN SCARS. VICTIM ANNE CAMPBELL LAST
CONSULTED [REDACTED] JUNE, NINETEEN FIFTY SEVEN CONCERNING THAT
CONDITION. [REDACTED]

[REDACTED] VICTIM DONA CARRIER ADVISES
[REDACTED] MAY HAVE BEEN WEARING LINK TYPE BRACELET ON LEFT WRIST. R
BRACELET HAD YELLOW GOLD OAK LEAF DESIGNED CHARMS ATTACHED TO LINKS.
[REDACTED] ALSO HAD SIX OR EIGHT STRANDS OF CRYSTAL BEADS WHICH [REDACTED]
BELIEVES SHE WAS WEARING ON DEPARTURE FROM NEW YORK FEBRUARY
FOURTEEN LAST.

END AND ACK PLS

WA 7-24 PM OK FBI WA DA

OK FBI NY

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE

9/9/81

BY

SP-8 BTJ/mk

4-48477

ONE

Mr. Tolson
Mr. Parsons
Mr. Mohr
Mr. Belmont
Mr. Callahan
Mr. Conrad
Mr. DeLoach
Mr. Evans
Mr. Malone
Mr. Rosen
Mr. Tavel
Mr. Trotter
Mr. W.C. Sullivan
Tele. Room
Miss Ingram
Miss Gandy

REC-7

64-48477-1

MAR 7 1961

Called Ident

[REDACTED]

67 MAR 13 1961

F B I

Date: 2/24/61

Transmit the following in PLAIN TEXT
(Type in plain text or code)Via TELETYPE URGENT
(Priority or Method of Mailing)

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

TO: DIRECTOR, FBI ATTN. IDENT DIVISION, AND SACS NEW YORK
/62-12507/ AND INDIANAPOLIS

FROM: SAC, WASHINGTON FIELD /32/109/

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS,
BELGIUM, FEB. FIFTEEN SIXTYONE, IDENTIFICATION MATTERS.

RE KANSAS CITY TEL FEBRUARY TWENTYTHREE LAST. RECORDS, U.S. MARINE CORPS HEADQUARTERS FOR DALLASS LARRY PIERCE, MSN ONE SIX EIGHT NINE NINE NINE EIGHT REVEALS HE HAD SIX MONTHS ACTIVE TOUR OF DUTY FROM AUGUST FOUR FIFTYEIGHT TO FEB. THREE FIFTYNINE. FILE CONTAINED REQUEST THAT HE BE ALLOWED TO LEAVE U.S. TO COMPETE IN WORLD FIGURE SKATING CHAMPIONSHIPS IN EUROPE. NO FINGERPRINT RECORDS LOCATED AT USMC HEADQUARTERS, WASHINGTON, D.C. PIERCE'S SERVICE RECORD CURRENTLY LOCATED AT SECOND SEVENTY FIFTH MMAA BATTALION, INDIANAPOLIS, INDIANA. INDIANAPOLIS REVIEW SERVICE RECORD AND IF ANY FINGERPRINTS OF PIERCE CONTAINED THEREIN, IMMEDIATELY FORWARD SAME AIR MAIL SPECIAL DELIVERY TO BUREAU, ATTENTION ASSISTANT DIRECTOR

C. L. TROTTER: 3 OF 61 01

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc

Called Ident

M

BY

MAR 7 1961

Per

Approved: *[Signature]*

Special Agent in Charge

67 MAR 13 1961

b6
b7Cb6
b7C

SD-03

FEB 24 1961

OO RUEHC

DE RUFJER 045

ZNR

O NMTQISJAWWZ

FM AMEMBASSY BRUSSELS BELGIUM

TO SECSTATE WASHDC

STATE GRNC

BT

UNCLASSIFIED.

*Crash Sabena Air
Set - Brussels, Bel*

Mr. Tolson	✓
Mr. Parsons	✓
Mr. Mohr	✓
Mr. Belmont	✓
Mr. Callahan	✓
Mr. Conrad	
Mr. DeLoach	
Mr. Evans	
Mr. Malone	
Mr. Rosen	
Mr. Tavel	
Mr. Trotter	✓
Mr. W.C. Sullivan	
Tele. Room	
Mr. Ingram	
Miss Gandy	



b6
b7C

PASS TO $\frac{1}{8}$ DIRECTOR $\frac{7}{8}$, FBI WASHINGTON $\frac{1}{8}$ D.C.

ATTENTION $\frac{1}{8}$, INSPECTOR IDENTIFICATION DIVISION

b6
b7C

TELEX 0711 TO WASHINGTON.

WE ARE DISCONTINUING ALL ACTIVITY HERE. FROM INFORMATION
SUPPLIED TO BELGIAN AUTHORITIES AND AMERICAN EMBASSY WE
FEEL ALL VICTIMS WILL BE CERTIFIED BY LOCAL AUTHORITIES AS
HAVING BEEN IDENTIFIED. WE ARE DEPARTING BRUSSELS 6 P.M.
SABENA FLIGHT 547 SCHEDULED TO ARRIVE NEW YORK 8:25 P.M.
PLEASE ASK NEW YORK TO MEET AND ASSIST THROUGH CUSTOMS. ALSO
NEW YORK TO ARRANGE FOR US TRANSPORTATION TO WASHINGTON TONIGHT
IF POSSIBLE. TROTTER

R

CFN0711Z 6 547 8825

24/1604Z

3:41:54 AM JSA

6 MAR 13 1961

cc: Mr. Trotter

Monement

Noted in
Comm. Sect
By *Law*

RELAYED TO

Called:



b6
b7C

BA
March 1, 1961

PERSONAL

AIRMAIL

[Redacted]
U. S. Army Quartermaster
Mortuary System
APO 757
New York, New York

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

b6
b7C

Dear [Redacted]

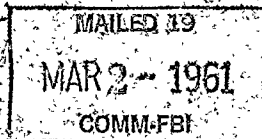
DATE 9/9/81 BY SP-8 BTJ/mw

The assistance you afforded my associates in connection with the Sabena Airlines crash was of immeasurable value, and I want to extend my personal thanks to you for your help.

Your painstaking attention to detail and your intelligent approach to the many difficult problems were outstanding and reflect much credit on you. My associates join me in thanking you for a job well done.

Sincerely yours,

J. Edgar Hoover



REC-4

EX-114

19 MAR 3 1961

REC'D-READING ROOM

MAR 1 4 11 PM '61

1 - Mr. Trotter

1 - Foreign Liaison Unit

NOTE: See Trotter to Mohr memorandum dated 2-27-61, entitled "CRASH OF SABENA AIRLINES FLIGHT 548, BRUSSELS, BELGIUM, 2-15-61." CLT:VH. See letter of same date to [Redacted]

b6
b7C

60 BHA:efr
MAR 1 (5) 1961

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

MAIL ROOM ☐

TELETYPE UNIT ☐

R. R. Moore

F B I

Date: 2/24/61

Transmit the following in _____
(Type in plain text or code)Via AIRTEL _____
(Priority or Method of Mailing)

TO: DIRECTOR, FBI
(ATTENTION: ASSISTANT DIRECTOR C. LESTER TROTTER)

FROM: SAC, NEW YORK (62-12507)

SUBJECT: CRASH OF SABENA AIRLINES JET, FLIGHT 548,
Brussels, Belgium, 2/15/61
IDENTIFICATION MATTERS

Attached hereto is a copy of Philadelphia airtel to NY,
2/22/61, together with one set of three X-Rays of RHODE LEE
MICHELSON, taken 2/9/61, and one set of three X-Rays of RHODE
LEE MICHELSON, taken 2/10/61.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/ma

- (See yellow folder)
ENCLOSURE
- 3 - Bureau (Encls. 7)
1 - New York (62-12507)

JFD:mzg
(5)

REC- 22

EX-108

MAR 7 1961

Approved: _____
Special Agent in Charge

Sent _____ M Per _____

2/22/61

AIRTEL

REGISTERED MAIL (SPECIAL DELIVERY)

TO: SAC, New York (62-12507)
FROM: SAC, Philadelphia (32-196)

ATTENTION: ASAC
BRYANT

SUBJECT: CRASH OF SABENA AIRLINES
JET FLIGHT 548, BRUSSELS
BELGIUM, 2/15/61;
IDENTIFICATION MATTERS
(OO - NY)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE

8/4/81

BY SP-8 BTJ/mw

ReLatel to Philadelphia 2/21/61 and Philadelphia
telephone call to ASAC BRYANT, New York, 2/22/61.

ReLatel reflected [redacted] victim RHODE LEE
MICHELSON had Xrays of back and pelvis made February instant
at Bryn Mawr Hospital, Bryn Mawr, Pa., and Lankenau Hospital,
Lancaster and City Line Avenues, Philadelphia, before departure
for Europe.

b6
b7C

On 2/22/61 [redacted], Assistant Attend-
ing Radiologist, Bryn Mawr Hospital, Bryn Mawr, Pa., made
available one set of three Xrays of RHODE LEE MICHELSON taken
February 9, 1961.

b6
b7C

On 2/22/61 [redacted] Department of
Radiology, Lankenau Hospital, made available one set of three
Xrays of RHODE LEE MICHELSON taken 2/10/61.

Both doctors stated that a radiologist with a
duplicate set of Xrays of victim's body could make a positive
identification.

3 - New York (encls. 2) (RM) (SPECIAL DELIVERY)
2 - 62-12507
1 - With Package
1 - Philadelphia (32-196)

JLA:JAW
(4)

no action
PP

64-48477-51

62-12507

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 23 1961	
FBI - NEW YORK	

ENCLOSURE



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 32-196
 FBI FILE NO. REC- 22 64-48477-51
 LATENT CASE NO. EX-108

February 28, 1961

TO: SAC, Philadelphia

RE: CRASH OF SABENA AIRLINES JET
 FLIGHT 548, BRUSSELS, BELGIUM
 2-15-61
 IDENTIFICATION MATTERS

REFERENCE: Philadelphia airtel to New York dated 2-22-61;
 New York airtel 2-24-61
 EXAMINATION REQUESTED BY: New York and Philadelphia
 SPECIMENS: Six X rays

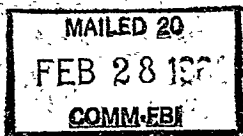
The above-mentioned X rays of Rhode Leo Michelson have served their purpose and are being returned separately to the Philadelphia Office for return to the Bryn Mawr and Lankenau Hospitals.

2 - New York (62-12507)

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mh

JEB/amr
 (6)

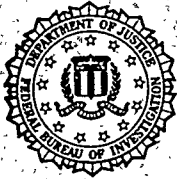


Tolson _____
 Mohr _____
 Parsons _____
 Belmont _____
 Callahan _____
 DeLoach _____
 Malone _____
 McGuire _____
 Rosen _____
 Tamm _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

John Edgar Hoover, Director

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MAIL ROOM ☒TELETYPE UNIT ☐



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 32-479
 FBI FILE NO. 62-43477
 LATENT CASE NO.

March 6, 1961

TO: SAC, Boston

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

REFERENCE: Specimens received Brussels, Belgium, 2-19-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: One X ray and seven dental charts of Bradley Lord

These specimens have served their purpose and are
 enclosed for return to [redacted]

[redacted] together with an identifying
 envelope.

Enc. (9)

1 - New York (62-12507)

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mw

REC-76

64-48477-52

19 MAR 7 1961

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

50 MAR 9 1961

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John Edgar Hoover, Director



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 32-479
 FBI FILE NO. 64-48477
 LATENT CASE NO.

March 7, 1961

TO: SAC, Boston

RE: CRASH OF SABENA AIRLINES JET
 FLIGHT 548, BRUSSELS, BELGIUM
 FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/MG

REFERENCE: Specimens received Brussels, Belgium, 2-20-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Plaster upper and lower dental models and one
 dental chart of Gregory Kelloy
 One dental chart and three X rays of Nathalie
 Kelloy

The dental material has served its purpose. Three
 X rays, two dental charts, and two identification envelopes
 are enclosed for return to [redacted]

The plaster dental models are
 being returned to you separately for return to [redacted]

b6
 b7C

Enc. (7)

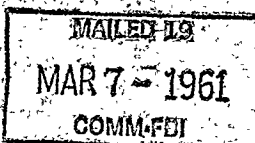
1 - New York (62-12507)

REC-35

19 MAR 8 1961

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

JEB/amr
 (5)



John Edgar Hoover, Director

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MAIL ROOM ☒ TELETYPE UNIT ☐



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

64-48477

LATENT CASE NO.

March 7, 1961

TO: SAC, Detroit

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 543, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

REFERENCE: Specimens received Brussels, Belgium, 2-20-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: Dental chart of Carl William Swallender

Since the above dental chart has served its purpose
in this case, it is enclosed for return to [redacted]

Enc.

1 - New York (62-12507)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

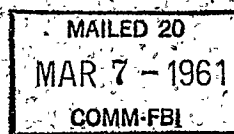
DATE 9/9/81 BY SP-8BTJ/mh

TOL XE

REC-98

MAR 8 1961

JEB/amr
(5)



John Edgar Hoover, Director

MAIL ROOM ☒TELETYPE UNIT ☐

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"BOEING" : LE F.B.I. ENQUÊTE

BRUXELLES (Jacques PREZELIN)

Vendredi 17 février. — Dominique Vernier, le seul passager français du Boeing tragique de Bruxelles, était un homme tout jeune, 33 ans. Gai, jovial, dynamique, il était épris de la vie. Il est mort en quelques secondes. Presque sous les yeux de sa jeune femme, Geneviève, qui, des terrasses de l'aéroport où elle était venue l'accueillir, suivait, le cœur serré, les évolutions de l'avion désespéré.



● M. Dominique Vernier, le seul passager français du « Boeing ».

— Il tournait au-dessus des pistes, virait d'une aile sur l'autre, perdait de l'altitude, en reprenait... Cela a duré un quart d'heure. Et puis...

Et puis, derrière la ligne bleue de brume du petit bois de Lemeke, il y a eu cette grande flamme, ce jet de fumée noire. Et aujourd'hui, dans la belle maison de l'avenue du Parc, à Mouscron, à la frontière franco-belge, à quelques kilomètres de Lille, Geneviève Vernier reste seule avec ses trois enfants : Aude, 7 ans ; André, 5 ans ; Grégoire, dix mois.

Directeur général d'une fabrique de tapis fondée par son père, Dominique Vernier rentrait, mercredi matin, de son quarantième voyage aux U.S.A. Il entretenait en effet des relations commerciales constantes avec un important réseau d'acheteurs américains. Se rendre à New York, Toronto ou Vancouver était pour lui aussi banal que d'al-

ler à Paris ou à Bruxelles.

A Bruxelles, cependant, le roi suit, attentif, depuis deux jours, l'enquête ouverte par les experts et par le parquet. Des inspecteurs du F.B.I. sont arrivés hier de New York pour joindre leurs efforts à ceux des enquêteurs belges. Rien n'a transpiré pour l'instant des résultats déjà acquis.

Que s'est-il passé ?

Plus de cinquante témoins oculaires de la catastrophe ont été ou seront entendus. Leurs relations ne sont que rarement concordantes. Deux hypothèses sont cependant à envisager :

① La faute de pilotage : elle est impensable, tant le vol de l'avion a été aberrant durant ses dernières minutes.

Le commandant de bord, Louis Lambrecht, et son second, Jean Roy, étaient en outre des pilotes à toute épreuve, ayant quatorze et douze ans d'ancienneté dans leur compagnie.

② La défaillance technique : elle paraît plus probable. Il est maintenant établi que le contact radio avec la tour de contrôle a été interrompu brutalement à 9 h. 50, à l'instant où le commandant de bord renonçait à se poser, lors de sa première approche de la piste (il est tombé à 10 h. 5). Cette interruption est absolument anormale. Elle démontre qu'à partir de cette seconde il s'est passé à bord quelque chose qu'on ignore mais qui est d'une extrême gravité.

Paris Jour
Paris,
France
2/17/61

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mw

File-5-rgp

ENCLOSURE

64-48477-55

Tape Data May Help 707 Probe

Belgians Identify 46 of 73 Bodies

From Cable Dispatches

BRUSSELS, Feb. 16.—By mid-afternoon today police had identified the bodies of 46 of the 73 persons killed in yesterday's Sabena plane crash.

Among the rows of blanket-covered corpses were the 18 members of the United States team for the world figure-skating championships scheduled in Prague and 31 other Americans. The skating meet next Wednesday has been canceled.

The bodies lay under blue blankets in an improvised chapel at Brussels's airport. Identification of the charred and mutilated bodies was aided by fingerprints sent by the American Federal Bureau of Investigation.

FBI agents were scheduled to arrive here to help establish further identities. Plans for returning the bodies to the families of the deceased were delayed pending identification.

Officials Queried

The government-appointed investigation commission, meanwhile, spent the day interviewing officials who had been in the Zaventem Airport control tower when the Boeing 707 crashed while attempting a landing yesterday morning.

Members of the inquiry commission refused to discuss the immediate results of their research.

Belgian airline officials, however, are hoping that instruments — among them a flight recorder—and tape recordings taken in the airport control tower, will tell the four-man commission what occurred during the last moments before the final plunge of the jet.

These instruments and records, it is hoped, will explain what caused the plane to go into a perpendicular bank while making what appeared to be an otherwise normal landing approach.

Raymond Charles, Belgian Prosecutor General, told reporters the plane was approaching the runway when it suddenly "went into an 180-degree bank."

European Edition
N. Y. Herald Tribune
Paris, France
2/17/61

**ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED**

DATE 9/9/81 **BY** 50-8875MC

File - 5 - rep

64-48477-55
ENCLOSURE

La catastrophe
de Bruxelles

PAR DEUX

FOIS L'APPAREIL

a semblé

refuser d'obéir

A SON

PILOTE

L'Aurore
Paris, France
2/17/61

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 5/9/81 BY SP8BTJ/mrc

File-5-rps

104-48477-55
ENCLOSURE

LA catastrophe aérienne de Bruxelles prend une importance qui va au-delà de la tragédie elle-même. Jusqu' alors, les accidents survenus aux Boeing avaient reçu, semble-t-il, une explication plausible : trains d'atterrissage qui ne fonctionnaient pas, attaches de réacteurs qui cédaient, équipages à l'entraînement.

Rappelons à ce sujet que les équipages qui vont devoir prendre en charge ces avions suivent un stage de plusieurs semaines à Seattle aux Etats-Unis, aux usines Boeing.

Mais cette fois, rien, à première vue, qui fasse apparaître une cause extérieure : il faisait un temps superbe, le vol depuis New York s'était déroulé d'une manière parfaite, les contacts radio avaient été réguliers.

A l'approche de Bruxelles, l'avion avait été autorisé à quitter sa hauteur de 10.000 mètres. Au cours de

la descente, il fut normalement contrôlé et, à l'approche du terrain, reçut l'autorisation d'atterrir.

Cela, des témoignages recueillis hier matin, auprès de gens qui avaient retrouvé leur sang-froid ont permis de l'établir. De même, il a été possible de reconstituer, selon les techniciens de l'aéroport, d'une manière beaucoup plus précise les derniers instants du Boeing.

L'avion s'est présenté d'abord normalement devant la piste de 2.819 mètres de long, son train d'atterrissage sorti.

Deux atterrissages manqués

Alors le drame a commencé.

Le pilote a-t-il eu le sentiment qu'il se présentait « trop court » c'est-à-dire qu'il n'avait pas assez de distance devant lui pour atterrir ? Quelque autre cause est-elle intervenue ?

Soudain, il a remis des gaz et rentré le train. Les réacteurs ont

hurlé et l'appareil a repris de la hauteur. Dans la tour de contrôle, on a aussitôt donné l'alerte, cependant que l'on essayait en vain d'entrer en contact radio avec l'équipage.

Alors, il a semblé à tous que l'avion devenait fou. Il se livrait à des manœuvres acrobatiques, prenant des virages à 180 degrés

avec des inclinaisons invraisemblables.

Puis, le pilote a paru recouvrer la maîtrise de l'appareil et il s'est présenté bien en ligne pour atterrir sur la plus importante, des pistes (3.638 mètres) le long de laquelle se trouvent les secours.

Or le même phénomène se produisit. L'avion n'était plus qu'à quelques mètres du sol lorsque le pilote remit les gaz. Le Boeing amorça une montée très accentuée, se balança avec une forte inclinaison, partit en glissade, puis soudain fonça vers le sol. Pour les témoins, il avait paru en perte de vitesse.

L'enquête va demander plusieurs mois. La pièce essentielle est la bande d'enregistrement de l'avion; elle a été retrouvée intacte.

Mais, alors que ce genre d'investigations est confié au pays sur lequel s'est produit l'accident et qui, dans le cas présent, est possesseur de l'appareil, des experts du F. B. I. américain sont arrivés en hâte, hier, à Bruxelles.

Il faut en effet découvrir la cause exacte.

C'est que, cette fois, il semble bien que l'origine de l'accident soit due à une défaillance des œuvres vives de l'appareil. Manifestement, par deux fois, le Boeing a cessé d'obéir au vieux routier

de l'aviation commerciale qu'était le commandant Lambrechts.

Nous avons évoqué hier l'hypothèse du « roulis hollandais », ce phénomène, propre au Boeing, qui provoque des mouvements complexes de l'avion et exige une réaction immédiate du pilote, réaction sans laquelle les mouvements s'amplifient dangereusement. Il est certain que si le « roulis hollandais » se produit à proximité du sol — et le comportement étrange du Boeing de la Sabena relevé par les témoins après son atterrissage manqué, permet d'évoquer ce phénomène — le risque s'accroît car la correction devient plus délicate.

Hier, à Bruxelles, on formulait aussi l'hypothèse d'un dérèglement subit soit de certains appareils électriques, soit des servomoteurs qui actionnent les commandes. Or, il existe plusieurs circuits électriques qui se relaient en cas de défaillance.

D'autre part, le pilote avait réussi à maîtriser, au moins en apparence, son appareil, après le premier atterrissage manqué, puisqu'il se présentait normalement une seconde fois devant la piste.

Il ne s'agit pas d'attendre des mois et des mois un rapport détaillé. Si les premières constatations montrent que la défaillance du Boeing est due à un défaut dans la construction, qu'il s'agisse de roulis anormal ou de circuits électriques défaillants, une révision d'urgence de tous les appareils s'impose. Cela s'est déjà fait pour d'autres appareils dans le passé. On dira peut-être que des milliards sont en jeu, mais des centaines de vies humaines le sont aussi. Avec elles, l'avenir de l'aviation à réaction.

Seuls quarante-six cadavres atrocement brûlés et déchiquetés ONT PU ÊTRE IDENTIFIÉS

De Bruxelles, notre envoyé spécial permanent Paul LACAMBRE nous téléphone :

Je suis retourné hier sur les lieux de la catastrophe du Boeing de la « Sabena » New York-Bruxelles. J'ai revu cet amas informe de ferrailles tordues, pulvérisées par le choc, carbonisées par l'incendie de milliers de litres de kérosène.

Il y avait encore là, dans ce champ labouré à Steenokkerzeel, à 4 km. de l'aéroport belge, des gens désespérés, qui recherchaient parmi les restes de l'avion des objets ayant appartenu à des êtres chers. Il y avait aussi les enquêteurs qui essayaient à l'aide des instruments de bord, qu'ils trouvaient enfouis dans la terre bouleversée, de reconstituer, minute par minute,

l'accident.

C'est à cet endroit, parmi ces débris d'aluminium, lavés par la pluie, sur ces fauteuils écrasés, que sont morts dans des conditions atroces les passagers du Boeing 707 et un cultivateur qui se trouvait là par hasard.

Ils étaient 73, qui reposaient horriblement brûlés et déchiquetés alignés sous une double rangée de couvertures bleues dans l'immense hall de l'ancien aéroport converti

en chapelle ardente.

Quarante-six cadavres ont déjà été identifiés, mais les policiers chargés de cette tâche devaient bien souvent se contenter d'un morceau de tissu à demi-carbonisé ou d'une bague déformée.

Dans certains cas on n'avait même pas cela, et les agents du Federal Bureau of Investigation, chargés de l'identification des 50 Américains victimes de la catastrophe avaient pris soin de se munir de quelques empreintes digitales.

Un porte-parole de la Compagnie aérienne a annoncé dans la soirée qu'un service funèbre serait célébré aujourd'hui, à l'intention des victimes.

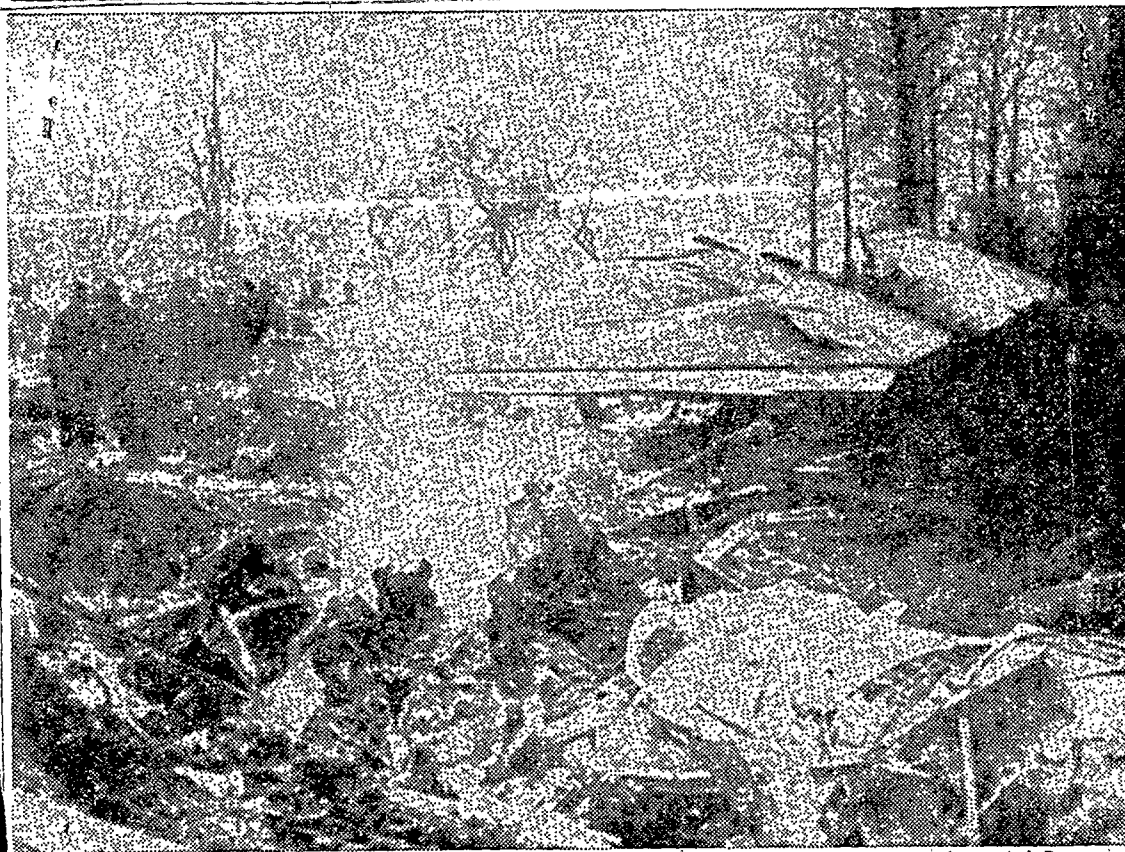
~~ENCLOSURE~~

File 5-28

73 Killed in 707 Jet

Crash Near Brussels

Airport



Associated Press.

SMOLDERING RUINS — A scene of the debris left by the crash of the giant four-engined jetliner which fell near Brussels yesterday, killing the 72 persons aboard.

European Edition
N.Y. Herald Tribune
Paris, France
2/16/61

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-9BJ/mc

File -5- rep

64-48477-55
ENCLOSURE



Associated Press.

LAST PICTURE—Posing for photographers at Idlewild Airport in New York, before boarding the jetliner on which they were killed, are Maribel Vinson Owen, ex-world figure-skating champion, flanked by her

two daughters, Laurence (left), United States and North American figure-skating champion, and Maribel, who, with Dudley Richards (right), won the United States pair figure-skating championship this year.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mr

ENCLOSURE

File-5-rp

64-48477-55

17 in Ice-Skating Team Among 49 U.S. Dead

From Cable Dispatches

BRUSSELS, Feb. 15.—A Boeing 707 jet airliner en route from New York dropped like a stone out of the sky here today, killing all 72 persons aboard and a farmhand who may never have known the plane was near.

The crash, officially described as the worst in Belgian aviation history, occurred in near-perfect flying weather, at 10:05 a.m. at the end of an apparently faultless non-stop flight.

The dead included 16-year-old Laurence Owen, American figure-skating champion for 1961, and 16 other members of the American figure-skating team en route to the world championships in Prague.

The pilot, Louis Lambrechts, had twice circled the airport before making his landing approach. This was routine, officials said, as he was waiting for another jet to leave the runway.

He was apparently making his approach when, about 1,200 yards from the end of the runway, the plane went into a nearly perpendicular bank, then suddenly dropped almost straight down.

The plane dropped so straight that it collapsed upon impact. Even the smallest of trees were not sheared off.

Parish priest Willem Josef Cuyt, who reached the wreckage ten minutes later, said: "All I could do was administer a general absolution. There was no sign of life..."

The giant plane, operated by the Belgian Sabena Airline, crashed within sight of Brussels's Zaventem National Airport.

It plunged to the ground and exploded amid the chicken coops of a small farm in the village of Berg, three miles north of the main airport buildings.

In addition to the farmer killed on the ground, another's leg was severed.

The 61 passengers and 11 crewmen apparently had been warned to expect trouble. Many of the bodies were found in the crouching position—head down, knees together—adopted in crash landings.

Haudooin, King of the Belgians, and his bride of two months, Queen Fabiola, were at the crash scene even while bodies were being pulled from the smoldering wreckage.

The grim-faced King left the Queen momentarily and looked on as firemen recovered a twisted body, completely blackened in the holocaust.

Queen Weeps

The Queen, her dark eyes filling with tears, said: "It is terrible." The King took her arm to comfort her and together they walked to console the family of the farmer who had been killed. He was identified as Theo De Leat, 24.

Strewn around the royal couple was a horrifying rubble: twisted metal, tangled seats, a smart valise, a crumpled nylon stocking bedraggled in the mud, a severed foot.

Above all hung the stench of smoke and kerosene.

Later, the King and Queen went to the mortuary in part of a disused old airport terminal. They stood silently for a few moments before the rows of bodies under pale blue blankets.

Airport officials said the Boeing was in normal radio contact until a few minutes before the crash. Its last message, they said, came from First Officer Jean Eugène Roy who reported "all okay."

Willem Deswarte, Sabena general manager, said Belgian press speculation that the Boeing's under-

(Continued on Page 3, Col. 4)

707 Crash First On Regular Run

NEW YORK, Feb. 15 (A.P.)

— Today's crash in Belgium was the first fatal one involving a Boeing 707 in passenger service since these jets began regular flights in 1958.

Six persons were killed on a training flight last Jan. 28, when a 707 crashed off Long Island. And four were killed on a training flight Oct. 19, 1959, near Everett, Wash.

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File-5-req

64-48477-55
ENCLOSURE

Plane Crash Kills 73

(Continued from Page 1)

carriage was at fault, was erroneous.

"The control tower followed the approach of the plane through binoculars and everything appeared normal until something happened which apparently affected the plane's control system," he said.

"It was seen spinning round in an abnormal position before trying to regain height and then falling. It does not seem that engine trouble was involved."

M. Deswarte said the plane's log, recovered from the wreck, showed that nothing unusual had been noted during the flight. The plane itself had just come through extensive routine maintenance and overhaul.

Two inquiries into the accident were started, one by a government commission of aviation experts, the other by the police and judiciary.

Among the American dead were Laurence Owen's mother, Mrs. Maribel Vinson Owen, nine times American figure-skating champion, and sister, Maribel, 20.

The passenger death-list broke down this way: 49 Americans, seven Belgians, one Frenchwoman, one German, one Canadian, one Swiss, and one Nicaraguan—these last four all men.

The 11 crew members were Belgians.

The body of 36-year-old Jacqueline Trulleman, one of two hostesses, was the first pulled from the wreck.

By late evening arrangements for returning the American bodies were still undecided. An American Embassy spokesman explained that rescue crews still had charge of the situation.

This was the first Boeing 707 to crash with passengers aboard. It was one of the five operated by Sabena on the New York run and on its services to Africa.

Rescue workers toiling at the crash scene had great difficulty recovering bodies from the wreckage. A Belgian government airways control spokesman said: "I have seen 50 plane accidents, but never one like this."

An eyewitness, François de Kleermaeker, said: "The plane took a tight turn, then turned again and fell; it was like during war-time when a plane fell after being hit."

The plane was shattered into

many fragments. One of the engines was half-buried in the ground. By 12:30 p.m., 40 bodies had reportedly been recovered.

Rescuers were trampling ankle-deep in mud churned up by the water poured on the wreckage.

An airport official said "the plane literally disintegrated."

Casualty List

NEW YORK, Feb. 15 (A.P.).—Following is the list of passengers on the Sabena Belgian airlines plane that crashed outside Brussels Airport early today.

Vernier Dominique (French), Mouscron, Belgium; Ann Campbell, North Hollywood, Calif.; Roger Campbell, same address; Dana Carrier, North Hollywood, Calif.; Patricia Dineen, New York City; Robert Dineen, same address.

Laurel Hickox, Colorado Springs, Colo.; William Hickox, same address; Gregory Kelley, Newton Center, Mass.; Nathalie Kelley, same address; William Kipp, Downey, Calif.; Bradley Lord, Swampscott, Mass.; Deane McMinn, Lomita, Calif.

Rhode Michelson, Long Beach, Calif.; Laurence Owen, Winchester, Mass.; Maribel V. Owen, same address (mother); Maribel Owen, same address; Dallas Pierce, Indianapolis, Ind.

Douglas Ramsay, Detroit, Mich.; Dudley Richards, Boston, Mass.; Daniel Ryan, Indianapolis, Ind.; Diane Sherbloom, Los Angeles, Calif.; James Schoidan, Colorado Springs, Colo.; Edward Schoidan, same address.

Carl Swallender, Southfield, Mich.; Stephanie Westerfeld, Colorado Springs, Colo.; Sharon Westerfeld, same address; Walter Powell, St. Louis, Mo.

Ila Hadley, Seattle, Wash.; Alvan Hadley, same address; Ray Hadley, same address; Juanita Lemoine, New Orleans, La.; Dayton Alexander, Olney, Tex.

George Young, Olney, Tex.; Margaret Pozzuolo, Drexel Hill, Pa.; Martin Soria, East Lansing, Mich.; Edward Lemaire, Rye, N.Y.; Richard Lemaire, same address; Harold Hartshorne, New York City; Louisa Hartshorne, same address.

Omar Boesch, (Swiss), Seattle, Wash.; Julian Baginski, Englewood Cliffs, N.J.; Herbert Myers, East Orange, N.J.; Iris Duke, Dallas, Tex.; Linda Foster, same address; Daurice Herring, same address.

Francisco C. Medina (Nicaraguan), Winnetka, Ill.; Howard R. Lillie, Corning, N.Y.; Harold G. Kellett, Bronxville, N.Y.; Jean L. R. Berbruggen, Brussels; Germaine Berbruggen, same address; Max Silberstein, Westport, Conn.

Jacob Herschkowicz (Belgian), Queens, N.Y.; Franz J. Offergelt (German), Hantset, Belgium; Victor Maes, Ontario, Canada; Pierre Baiteau (Belgian), Stamford, Conn.

Marcellin DePrince, La Panne, Belgium; Robert Raullier, Brussels; Jacqueline D. Robinson (Belgian), Winona Lake, Ind.; Pfc. Robert Stopp, member of United States armed forces en route to Paris; Richard Robinson, member United States armed forces en route to Brussels.

The crew members were listed as follows:

Louis Lambrechts, captain; Jean Roy, co-captain; Jean King, navigator; Lucien Eduwaere, flight engineer; Pierre Van Den Busche, steward; Robert Voleppe, steward; Marcel DeMayer, steward; Henri Vernimmen, steward; Paul Devos, steward; Jacqueline Rombaut, air hostess; Jacqueline Trulleman, air hostess.

Witnesses Describe Disaster One Says Plane Fell 'Like Bomb'

From Cable Dispatches

BRUSSELS, Feb. 15.—"The plane appeared out of control . . .

It fell like a bomb," said the control tower commander at Brussels' national airport today in the aftermath of the Belgian jetliner crash.

He added that the plane had been in contact with the tower by radio, but shortly before the crash "we lost contact."

Earlier a passenger aboard the Liege-Brussels incoming train which travels along the airport area said he saw the crash from the train window.

He said: "The plane was coming in to land, nearing the ground, when suddenly I saw it climbing up again and pointing almost vertically, nose up toward the sky."

Fell Backward

"Then the plane fell backward abruptly like a giant stone and we immediately heard an explosion, but the train was moving away and that is all we saw. It was north of the airport."

Mrs. Heloise Vereycken, who lives near the crash site, said:

"The plane made several turns over our settlement. I dashed out thinking Sabena was testing one of the newly delivered Caravelles."

"I saw the plane coming down and I believe the pilot did not want to crash on the houses, but was desperately looking for a clear spot."

'Banked Steeply'

"Before hitting the ground the plane banked steeply and then fell into the field," she said.

Mme. M. Croon, who also lives near the crash site in the village of Berg, said: "The plane flew over my house, making much more noise than usual, and it was much lower than they usually are."

"The plane made a fine turn sideways to land and then suddenly it appeared that it could not land. Then it turned and fell in the wood of the hamlet."

"I heard an explosion and I saw a lot of smoke coming up in the sky. It seemed, from what I saw, that the plane's engines were stopped and the landing wheels hadn't been brought out as they usually are."

Viscountess Pierre de Biolley was on her villa doorstep when the incoming plane flew over.

She said: "The plane was making an unusual noise. It was flying extremely low. I saw it balancing in the sky then, as it flew over a small near-by wood, it seemed to recover power and pointed upward and then it suddenly fell. It looked as if the pilot had made a desperate effort not to hit the houses."

File-5-28

73 KILLED IN A JET CRASH IN BRUSSELS; 49 FROM U.S., 18 SKATERS, ARE VICTIMS

NEW YORK PLANE

Witnesses Say Craft
Plunged from Clear
Sky—11 in Crew

By HARRY GILROY

Special to The New York Times

BRUSSELS, Belgium, Feb. 15 — A Sabena Airline Boeing 707 jet crashed near the Brussels Airport early today, killing seventy-three persons, including the eighteen members of an American figure skating team.

The plane, traveling from New York, plunged to earth after it had twice circled the airport. The dead included the sixty-one passengers, the crew of eleven, and a farmer in the field where the plane fell. The passengers included forty-nine Americans, a Swiss, a Frenchman, a German, a Canadian, a Nicaraguan and seven Belgians.

The American figure skating team was on its way to a world championship meet in Prague. Its members included Mrs. Mariabel Vinson Owen, 49 years old, of Winchester, Mass., and her two daughters, one of them a champion. Mrs. Owen was the United States figure skating champion nine times. On the current trip she was the coach for her daughters.

Worst Sabena Crash

The crash was the worst ever suffered by Sabena and the first time that any passengers had been killed in a Boeing 707 accident. The last serious Sabena crash occurred May 18, 1958, when a DC-7C crashed at Casablanca killing fifty-six passengers and nine crew members.

The four-engine jet came in sight of the control tower shortly before 10 A. M. in a cloudless sky. The plane, which had left New York at 7:30 P.M. yesterday, would have landed at once except that another plane was moving along the runway to take off, an airport official said.

Persons in the little farming hamlet of Berg, northeast of Brussels, saw the airliner circling overhead at an altitude of about 600 feet. Officials at the control tower were also watching the plane with field glasses.

Suddenly the plane fell. An airport official placed the time at 10:05 A. M.

Plane Strikes Farmer

The plane came down at a 70 degree angle onto a small farm field. It plunged into a grove of trees and narrowly missing three houses. It struck Theo de Laet, a young farmer noted as an amateur cyclist, killing him. A piece of debris severed a leg from another farmer, Marcel Lauwers.

Parts of the plane were thrown for a couple of hundred yards but the bulk of the airliner burst into flames, preventing anyone from approaching until firemen arrived from the airport.

William de Swarte, director general of Sabena, said tonight that "something must have gone wrong with the controls of the plane." He said the plane had recently been through a complete test.

He said that an international

Continued on Page 5, Column 7

International
Edition
New York Times
Paris, France
2/16/61

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File-5-rgs

64-48477-55
ENCLOSURE

73 Killed in Brussels Crash of Belgian Jetliner, Including 18 U.S. Skating Stars

BOEING 707 FALLS NEAR THE AIRPORT

Athletes Were on Way From
N.Y. to Championships—
Cause Undetermined

Continued From Page 1, Col. 1

convention reached at Chicago provided that in cases of accidents on international airlines the country in which the crash occurred could not proceed alone with the inquiry.

M. de Swarte said, the plane had been in radio contact with the Brussels Airport from the time it crossed the Belgian coast, a few minutes before its scheduled arrival time of 9:50 A. M.

The pilot, Capt. Louis Lam-brechts, indicated by radio that everything was operating perfectly. There was nothing to indicate that anything was wrong as the plane began to circle the airfield, although the pilot no longer spoke to the tower.

A farmer named Verhoeven said he had watched the plane "try to land twice and then go up again." He thought it possible that photographs were being taken from the plane because it was such a beautiful day.

Premier Gaston Eyskens and other members of the Cabinet visited the disaster scene this morning. M. Eyskens said the Government was "deeply disturbed by this new tragedy in Belgium and extends its sympathy to all who are bereft."

The lower house of Parliament observed a minute of silence for the victims at the start of its daily session.

King Visits Crash Scene

King Baudouin and Queen Fabiola visited the crash scene this afternoon. The King talked with salvage workers as they dug into the wreckage and uncovered bodies. He and the Queen visited the family of the dead farmer and went to the hospital where the injured man is in serious condition.

A woman who saw the crash told King Baudouin that she was convinced that the pilot had deliberately come down at a steep angle to avoid crashing into a row of houses in the center of Berg.

Observers at the airport said it seemed probable that controls on one side of the plane had failed to function.

The fact that a Boeing was involved in the crash added to the distress felt in this country because these planes won the personal regard of the Belgians during the airlift of Belgian refugees from the Congo last summer. During one period from July 9 through July 28 the five Sabena Boeings, including the one that crashed today, made sixty-two round-trip flights between Belgium and Africa.

Sabena recently announced that the five Boeing planes had transported in one year 139,900 passengers, 2,500 tons of freight and mail and had covered more than 6,000,000 miles.

16 ATHLETES DIED IN RECENT CRASH

Special to The New York Times

NEW YORK, Feb. 15—The crash of the Belgian jet that killed the eighteen members of the United States figure-skating team today was the second air tragedy in four months to affect American athletes.

On Oct. 29 a plane carrying members of the California State team crashed at Toledo, Ohio, airport. Sixteen athletes were among the twenty-two passengers killed.

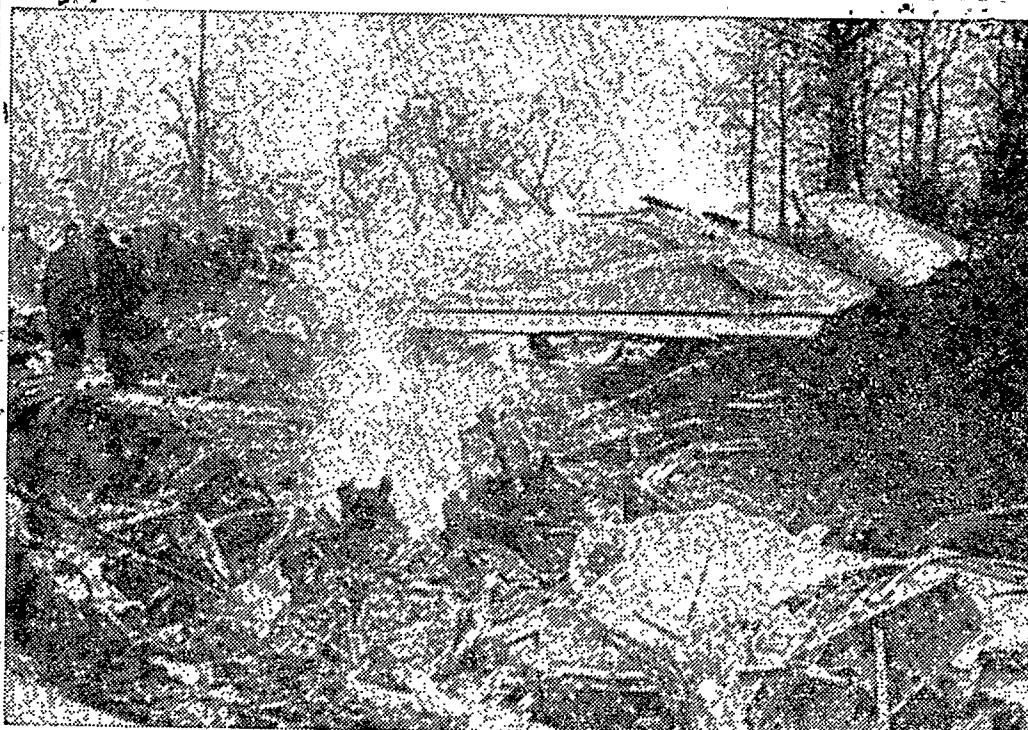
The latest tragedy in Europe occurred last July 16, when a chartered plane crashed at Copenhagen, killing eight of Denmark's leading players.

The first crash to strike at sports on a massive scale took place May 4, 1949, in the Italian Alps. The fourteen-man Italian national soccer squad, hailed as the greatest in Italy's history, was wiped out and twenty-eight persons in all were killed.

England's greatest soccer team, Manchester United, was decimated Feb. 6, 1958, when a British plane crashed after a take-off from Munich.

The sports world felt the impact of an aviation disaster for the first time March 31, 1931, when Coach Knute Rockne of the Notre Dame University football team perished with seven others in southeast Kansas. Rockne was considered one of the greatest of coaches.

File-5-2p



Associated Press Wirephoto

NO SURVIVORS: Wreckage of the Sabena jet airliner is scattered over a field near Brussels airport after plane crashed in attempt to land. The 72 passengers, including 18-member U. S. figure-skating team, were killed along with Belgian farmer on ground.



Associated Press Radiophoto

BEFORE THE FLIGHT: Mrs. Maribel Vinson Owen, former figure skating champion, at Idlewild Airport in New York on Tuesday night with Laurence, at left, and Maribet, her daughters, members of U. S. figure skating team. With them is Dudley Richards, a team member. They were killed, with other team members, when plane crashed near Brussels.

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File-5-np

64-48477-55 ENCLOSURE

List of Crash Victims

Special to The New York Times

NEW YORK, Feb. 15—Following is a list of the passengers and crew, all of whom were killed, in today's crash of a Sabena Boeing jetliner at Brussels Airport, as compiled by The Associated Press and United Press International:

PASSENGERS

ALEXANDER, Dayton, 35, oil field expert, Olney, Tex.	OWEN, Laurence, 16, United States and North American champion, Winchester, Mass.
BAGINSKI, Julian, Englewood Cliffs, N. J., restaurateur.	OWEN, Maribel, 20, national senior pairs champion, same address.
BALTEAU, Pierre, president of the Balteau Electric Company, Liege, Belgium. A branch is in Stamford, Conn.	OWEN, Maribel V., their mother, nine times national singles champion.
BOESCH, THE Rev. Ofmar, St. James Cathedral, Seattle, Wash.	PIERCE, Dallas (Larry), 24, national dance skating champion with Miss Sherbloom, Indianapolis, Ind.
CAMPBELL, Ann, mother of Roger Campbell, North Hollywood, Calif.	POWELL, Walter, retired executive and skating enthusiast, St. Louis.
CAMPBELL, Roger, Pacific Coast dance skating champion with Miss Carrier.	POZZUOLO, Margaret, Drexel Hill, Pa.
CARRIER, Dona Lee, 20, North Hollywood, Calif.	RAMSEY, Douglas, 16, winner of last year's junior championship, Detroit.
DEPRINCE, Marcellin, De Panne, Belgium.	RAULIER, Robert, Brussels.
DINEEN, Patricia, New York City.	RICHARDS, Dudley S., 29, American team captain and national senior pairs champion with Maribel Owen.
DINEEN, Robert, New York City.	ROBINSON, Richard, U. S. Army, en route to Brussels.
DOMINIQUE, Vernier, Mouscron, Belgium.	ROBINSON, Jacqueline D., bride of Richard Robinson.
DUKE, Iris, 27, airline stewardess, Dallas.	STOPP, Pfc. Robert, U. S. Army, en route to Paris.
FOSTER, Linda, 24, airline stewardess, Dallas.	RYAN, Daniel, former Canadian champion, coaching Mr. Pierce and Miss Sherbloom, of Indianapolis, Ind.
HADLEY, Ila, 18, who with her brother, Ray, was a member of the 1960 United States Olympic team.	SCHOLDAN, Edward, skating coach, Colorado Springs, Colo.
HADLEY, Ray Jr., 17.	SCHOLDAN, James, 12, his son.
HADLEY, Alwah, their mother, of Seattle, Wash.	SHERBLOOM, Diane, national dance skating champion with Larry Pierce, Los Angeles, Calif.
HARTSSORNE, Sarold, N. Y. C.	SILBERSTEIN, Max, Westport, Conn., partner in jewelry firm, Morris Silberstein, here.
HARTSHORNE, Louisa, N. Y. C.	SORIA, Martin S., a faculty member, Michigan State University, East Lansing, Mich.
HERSCHKOWICZ, Jacob, Queens, N. Y.	SWALLENDER, Carl, 52, figure skating coach, Southfield, Mich.
HERRING, Daurice, 24, airline stewardess, Dallas.	VERBRUGGEN, Jean L. R., Brussels.
HICKOX, Laurie, 15, competitor in junior pairs skating, Berkeley, Calif.	VERBRUGGEN, Germaine, Brussels.
HICKOX, William H., 18, skated with his sister, Air Force Academy, Colorado Springs, Colo.	WESTERFELD, Sharon, a member of the 1955 American team, Colorado Springs, Colo.
KELLETT, Harold G., 54, executive Scott & Williams, Inc., knitting machines.	WESTERFELD, Stephanie, 17, her sister, runner-up for national women's championship.
KELLEY, Gregory, 16, figure skater, Newton Center, Mass.	YOUNG, George, 49, oil field expert, Olney, Tex.
KELLEY, Nathalie, his sister, Newton Center, Mass.	
KIPP, William, skating coach, Downey, Calif.	
LEMAIRE, Edward, Sunset Lane, Rye, N. Y.	
LEMAIRE, Richard, same address.	
LEMOINE, Juanita, 19, New Orleans, La.	
LILLIE, Howard R., scientist and executive, Corning Glass Works, Corning, N. Y.	
LORD, Bradley, 21, United States figure skating champion, Swamscott, Mass.	
MAES, Victor, Vanessa, Ont.	
Mc MINN, Deane, coach of American team, Lomita, Calif.	
MEDINA, Francisco C., cashier, Continental Illinois National Bank and Trust Co., Chicago.	
MICHELSON, Rhode, 17, Long Beach, Calif.	
MYERS, Herbert, East Orange, N. J.	
OFFERGELT, Franz J., Hanset, Belgium.	

CREW

DEMAIER, Marcel, steward.
DEVOS, Paul, steward.
EDUWAERE, Lucien, flight engineer.
KINT, Jean, navigator.
LAMBRECHTS, Louis, captain.
ROMBAUT, Jacqueline, air hostess.
ROY, Jean, captain (copilot).
TRULLEMANS, Jacqueline, air hostess.
VAN DEN BUSCHE, Pierre, steward.
VERNIMMEN, Henri, steward.
VOLEPPE, Robert, steward.

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File-5-28

ENCLOSURE

64-48477-55

Plane Circled Airport, 'Fell in Series of Spins'

Control Tower Official Says Liner 'Disintegrated'—Pieces Hurled Over Wide Area by a Blast

By The Associated Press

BRUSSELS, Belgium, Feb. 15 —A nightmare occurred today in warm, bright sunshine—the blazing destruction of a Sabena Boeing 707 jet and seventy-three persons.

Villagers of Berg, four miles north of Brussels, thought something might be wrong as the huge airliner coming from the coast approached the Brussels Airport. The roar of its engines sounded odd and the flight pattern looked erratic.

The plane circled the field a time or two, lowered its undercarriage, retracted it, turned again and fell spinning to the ground.

The airliner was visible from the airport control tower.

"Suddenly the plane fell in a series of spins," an airport official said. "It literally disintegrated."

There was a tremendous explosion as the stricken airline wisted wreckage spewed over a wide area. Seventy-two persons on the plane were killed. So was a farmer who had been tilling his cabbage patch.

A motorcycle policeman patrolling a near-by road sped to the scene.

Dozens of fire trucks and ambulances, their sirens screaming, converged on the wreckage.

State police quickly threw a cordon around the area.

Even before the plane crashed, fire trucks had been alerted.

"We saw the crashing coming," an airport officer said. "It looked as if the plane's controls had been lost completely."

"The fire trucks were actually on their way before the crash,"

Continued on Page 5, Column 7

SABENA JET FELL IN SERIES OF SPINS

Continued From Page 1, Col. 3

he added. "They couldn't have been faster, but there was nothing they could do."

A physician found one passenger victim under a wing. Beside him were the dead farmer and a badly injured dog that had to be shot.

Near-by was a farm laborer with one leg severed. The physician said the laborer's life had been saved by a rescuer who applied a tourniquet.

A state policeman said: "The heat was so intense I saw piece of aluminum melting like butter."

A fire officer reported that trolled there was a series of explosions as the fuel tanks blew up.

Authorities set up an emergency morgue at the airport to house the bodies.

Amid the mud and mire lay plane fragments, luggage and bodies.

The control tower commander said the plane had been in contact by radio after crossing the coast, but shortly before the crash "we lost contact."

"The plane circled two or three times normally as a Caravelle jet was just taking off," he said. "All seemed all right then suddenly we realized something was going wrong. There were no more contacts."

Passengers aboard the Liege-

by, were among the witnesses of the disaster. One said that the plane did not appear to have its wheels down as it came in for a landing.

Airport personnel, however, said they saw the plane let down its landing gear, then withdraw it unexpectedly an climb up again. They described a series of "strange turns" such as are made during a test flight.

Another passenger on the train said:

"The plane appeared to be making a normal approach to land when it suddenly reared up, pointing almost vertically nose up into the sky. Then it fell back like a great stone and we heard an explosion."

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File-5-~p

ENCLOSURE

64-48477-55



THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA
American Embassy
Paris 8, France

~~CONFIDENTIAL~~

Mr. Tolson ☒
Mr. Parsons ☒
Mr. Mohr ☒
Mr. Belmont ☒
Mr. Callahan ☒
Mr. Conrad ☒
Mr. Evans ☒
Mr. Malone ☒
Mr. Rosen ☒
Mr. Tavel ☒
Mr. Trotter ☒
Mr. W.C. Sullivan ☒
Tele. Room ☒
Mr. Ingram ☒
Miss Gandy ☒

Date: February 23, 1961 Class. & Ext. By SP-8 BTJ/mh
Reason-FCIM II, 1-2.4.2 3
To: Director, FBI Date of Review 9/10/91
From: Legat, Paris (64-694) 9/10/81
Subject: CRASH OF SABENA AIRLINES PLANE,
BRUSSELS, BELGIUM, FEBRUARY 15, 1961
POLICE COOPERATION
FOREIGN MISCELLANEOUS

Enclosed for the Bureau are the following clippings which pertain to captioned matter:

~~destroyed~~ "Le Parisien" (daily), Paris, France, 2/16/61
~~destroyed~~ "Paris Jour" (daily), Paris, France, 2/16/61
"New York Times", International Edition,
Paris, France, 2/16/61
"New York Herald Tribune", European Edition,
Paris, France, 2/16/61
~~destroyed~~ "Le Figaro" (daily), Paris, France, 2/16/61
~~destroyed~~ "L'Aurore" (daily), Paris, France, 2/16/61
"New York Herald Tribune", European Edition,
Paris, France, 2/17/61
"Paris Jour" (daily), Paris, France, 2/17/61
"L'Aurore" (daily), Paris, France, 2/17/61
"Paris Match" (weekly magazine), Paris, France,
2/25/61

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EXCEPT WHERE SHOWN
OTHERWISE

REC-85

A representative of the Paris office was in Belgium on official business on 2/19-20/61 during which period he had occasion to contact Mr. FIRMIN FRANSSEN, Commissaire General aux Delegations Judiciaires, Police Judiciaire (Criminal Police), Brussels, Belgium, and JULES COBBAUT, his assistant. Both Mr. FRANSSEN and Mr. COBBAUT commented at length concerning the excellent cooperation and assistance the Belgian authorities were receiving from Assistant Director LESTER TROTTER and the representatives of the FBI Disaster Squad, who were then in Brussels in connection with captioned matter.

1cc det. FLU/rep
2 - Bureau (Encs. - 10)
1 - Paris
MFD:CM
(3)

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52 MAR 10 1961

DATE 1/1/81 BY SP-8 BTJ/mh

Director

~~CONFIDENTIAL~~

2/23/61

~~CONFIDENTIAL~~
Mr. FRANSSEN noted that the inquiry being conducted by the FBI Disaster Squad was being carried out under extremely difficult and trying conditions but, nevertheless, through painstaking attention to detail and thoroughness, identification of the victims was continuing to be made. FRANSSEN expressed his deep appreciation for all of the assistance rendered by the FBI Disaster Squad.

Mr. FULTON FREEMAN, Counselor of Embassy, U. S. Embassy, Brussels, Belgium, was also contacted on 2/20/61. Mr. FREEMAN indicated that he was aware of the assistance being afforded to the Belgian authorities and to the Embassy by the FBI Disaster Squad in the identification of victims of the crash of the Sabena Airlines plane near Brussels. Mr. FREEMAN described the work of the squad as outstanding and expressed his appreciation for their assistance.

DECLASSIFICATION AUTHORITY DERIVED FROM:
FBI AUTOMATIC DECLASSIFICATION GUIDE
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FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.



REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 62-12507
 FBI FILE NO. 64-48477
 LATENT CASE NO.

March 8, 1961

TO: SAC, New York

RE: CRASH OF SABENA AIRLINES JET
 FLIGHT 548, BRUSSELS, BELGIUM
 FEBRUARY 15, 1961

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DATE 9/9/81 BY SP-8 BTJ/mc

REFERENCE: Specimens received Brussels, Belgium, 2-22-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Three dental charts and eight X rays of teeth
 of Louise Hartshorne

Since the above dental material of Hartshorne has
 served its purpose in this case, it is enclosed, together
 with two identifying envelopes, for return to [redacted]

Enc. (13)

b6
b7C

JEB/amr
 (4)

REC-66

64-48477-56

19 MAR 9 1961

EX 109

MAILED 20
 MAR 8 - 1961
 COMM-FBI

51 MAR 13 1961

John Edgar Hoover, Director

Tolson
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FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

LATENT CASE NO.

64-48477

March 8, 1961

TO: SAC, Indianapolis

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

REFERENCE: Specimens received Brussels, Belgium, 2-22-61
EXAMINATION REQUESTED BY: Bureau
SPECIMENS: Dental chart of Daniel Charles Ryan

The dental chart of Ryan has served its purpose
in this case and is enclosed for return to [redacted]

Enc.

1 - New York (62-12507)

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mh

EX-114

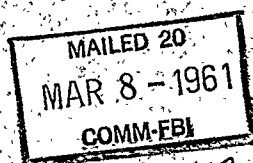
REC-62

64-48477-57

19 MAR 9 1961

JEB/amr
(5)

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____



52 MAR 12 1961

John Edgar Hoover, Director

MAIL ROOM ☒TELETYPE UNIT ☐

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FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

LATENT CASE NO.

64-48477

March 8, 1961

TO: SAC, Los Angeles

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mh

REFERENCE: Specimens received Brussels, Belgium, 2-21-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: California driver's license for Diane Carol
Sherbloom

Six photographs of infant footprints of Sherbloom

One ankle X ray of Sherbloom

One X ray and one description sheet of dental work
performed on Sherbloom

The above-mentioned items have served their purpose
in this case and are enclosed for return to the proper persons,
together with three identification envelopes.

Enc. (13)

1 - New York (62-12507)

REC-62

19 MAR 9 1961

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

JEB/amr
(5)

MAILED 20

MAR 8 - 1961

COMM-FBI

52 MAR 14 1961

John Edgar Hoover, Director

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ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mr

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 22 1961 *Jan*

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

clt
ph

URGENT 2-22-61 9-18 AM CB

TO DIRECTOR, FBI AND SAC, NEW YORK /62-12507/
FROM SAC, CHICAGO /32-239/ 1P

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS, BELGIUM,
TWO FIFTEEN SIXTYONE, IDENTIFICATION MATTERS, OO NEW YORK. RE SEATTLE
TEL TWO TWENTYONE SIXTYONE CAPTIONED FLIGHT EIGHT THREE

mz
mz ZERO, UNITED AIRLINES, FROM SEATTLE TO NEW YORK, ARRIVED CHICAGO SIX
FIFTEEN AM INSTANT DATE WITH PACKAGE TO BE TRANSSHIPPED TO WASHINGTON,
D.C. ON FLIGHT NINE THREE FOUR UNITED AIRLINES. LEAVING CHICAGO EIGHT
FIFTYFIVE AM ARRIVING NATIONAL AIRPORT, WASHINGTON, ONE PM. PACKAGE
WILL BE IN CUSTODY OF CAPTAIN

END AND ACK PLS

10-19 AM OK FBI WA JSA

OK FBI NY HMC

we MAR 15 1961

HAVE AGENT MEET PACKAGE.
MAR 8 1961

M. A.

By *Jan*

b6
b7C

b6
b7C

FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

FEB 21 1961

TELETYPE

Mr. Tolson	_____
Mr. Parsons	_____
Mr. Mohr	_____
Mr. Belmont	_____
Mr. Callahan	_____
Mr. Conrad	_____
Mr. DeLoach	_____
Mr. Evans	_____
Mr. Malone	_____
Mr. Rosen	_____
Mr. Tavel	_____
Mr. Trotter	_____
Mr. W.C. Sullivan	_____
Tele. Room	_____
Mr. Ingram	_____
Miss Gandy	_____

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/MA

URGENT 2-21-61 7-41

PM PST RJF

TO DIRECTOR FBI AND SACS NEW YORK 62-12507 AND SAC CHICAGO
FROM SAC SEATTLE 32-106

CRASH OF SABENA AIRLINES JET, FLIGHT FIVE FOUR EIGHT, BRUSSELS, BELGIUM, TWO FIFTEEN SIXTY ONE, IDENTIFICATION MATTERS, OO NEW YORK, INVESTIGATION SEATTLE, TWO DASH TWENTY DASH ONE DASH SIXTY ONE, REVEALS VICTIM ALVAH HADLEY HAD IN POSSESSION A GRAY GREEN TWEED, TWO PIECE SUIT FLECKED WITH BURNT ORANGE, YELLOW AND MAYBE BROWN. HAD POCKET ON VENT OF JACKET. JACKET HAD THREE QUARTER LENGTH SLEEVES AND BUTTONED DOWN THE FRONT. HAD A TWO BUTTON FLAP IN THE BACK AND A DOWN ROLL COLLAR FOUR INCHES WIDE. ILA RAY HADLEY HAD A BLACK RIBBED JERSEY BLOUSE NAVY BLUE OR BLACK IN COLOR WITH WHITE STRIPE AT "V" NECK AND ON SHORT SLEEVE CUFFS. ALVAH HADLEY SOMETIMES WORE THIS. SUIT PURCHASED AT LEAVITT BROTHERS, SEATTLE, A COMPANY WHICH BUYS SURPLUS STOCKS FROM MANY STORES ON WEST COAST AND DOES NOT USE OWN LABEL. PLACE OF PURCHASE OF BLOUSE UNKNOWN. ST. LOUIS, BY SEPARATE TELETYPE, HAS BEEN REQUESTED TO FURNISH BLOOD TYPE OF ALVAH HADLEY TO NEW YORK FROM ARMY RECORDS. BLOOD TYPE OF ILA RAY HADLEY UNKNOWN TO FAMILY DOCTOR AND SCHOOL, SEATTLE. FOUR LATENT FINGERPRINT LIFTS FOR ILA

END PAGE ONE

64-48477-60

PAGE TWO

RAY HADLEY BEING FORWARDED TO NEW YORK IN PERSONAL CARE OF CAPTAIN

b6
b7C

[REDACTED] UNITED AIRLINES, FLIGHT EIGHT THREE ZERO, LEAVES SEATTLE TWELVE FORTY FIVE A.M., FEB TWENTY TWO SIXTY ONE, ARRIVES IDLEWILD NINE FORTY FIVE A.M., FEB TWENTY TWO SIXTY ONE, FOR PICK UP BY AGENT. LATENT PRINTS NOT VERY GOOD. SEATTLE FORWARDING TO IDENTIFICATION DIVISION PACKAGE CONTAINING BOOKS AND PHAMPLETS WHICH MAY CONTAIN ILA RAY HADLEYS PRINTS. IDENTIFICATION DIVISION REQUESTED TO MAKE LATENT PRINT EXAMINATION AND TRANSMIT RESULTS TO NEW YORK FOR RELAY TO BELGIUM. THIS PACKAGE LEAVES SEATTLE, UNITED FLIGHT EIGHT THREE ZERO ABOVE. CAPTAIN [REDACTED] TO TRANSFER PACKAGE TO DISPATCHER CHICAGO AIRPORT FOR TRANS SHIPMENT TO WASHINGTON, D.C. ON FLIGHT NINE THREE FOUR, ARRIVING ONE P.M., FEB TWENTY TWO SIXTY ONE AT NATIONAL AIRPORT. CAPTAIN OF NINE THREE FOUR UNKNOWN. HAVE AGENT MEET PACKAGE. [REDACTED]

b6
b7C

[REDACTED] ADVISES NO BLOOD TYPE FOR VICTIM DONNA LEE CARRIER. CARRIER HAD NINETEEN FIFTY THREE APPENDECTOMY WITH MCBURNY INCISION LEAVING DIAGONAL SCAR. HAD TONSILLECTOMY PRIOR TO NINETEEN FIFTY. ILA RAY HADLEY HAD WHITE SWEATER BEARING OLYMPIC SYMBOL OF

END PAGE TWO

b6
b7C

PAGE THREE

OF THREE RINGS ABOVE TWO RINGS CLEAR ACROSS CHEST. RINGS KNIT INTO SWEATER AND IN COLOR, TWO OF WHICH WERE RED AND BLUE. ILA HADLEY HAD ADDITIONAL BLUE OLYMPIC SWEATER WHICH HAD THREE INCH RED BAR OVER THREE INCH WHITE BAR ON LEFT BREAST POCKET.

END AND ACK

WA 10 -500. OK FBI WA RAC

X NY OK FBI NY R A G

CG OK FBI CG TJF

TU DSC

OO

100 81



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 32-100
 FBI FILE NO.
 LATENT CASE NO. 30649

February 24, 1961

TO: SAC, Seattle

REC-100

64-48477-66

RE: CRASH OF SABENA AIRLINES
 JET, FLIGHT 548, BRUSSELS,
 BELGIUM, 2/15/61
 IDENTIFICATION MATTERS

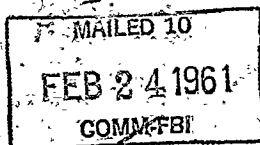
REFERENCE: Seattle letter 2/21/61, Seattle teletype
 2/21/61, and Chicago teletype 2/22/61
 EXAMINATION REQUESTED BY: Seattle
 SPECIMENS: Miscellaneous paper items

The items have been examined and the results of
 the examination will be furnished Assistant Director C. Lester
 Trotter.

The three dance programs and nine report cards are
 enclosed. All other items have been destroyed.

Enc. (12)

1 - Chicago

GEG/pat
(5)

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8 BTJ/mk

Tolson _____
 Mohr _____
 Parsons _____
 Belmont _____
 Callahan _____
 DeLoach _____
 Malone _____
 McGuire _____
 Rosen _____
 Tamm _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Gandy _____

John Edgar Hoover, Director

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MAIL ROOM ☒TELETYPE UNIT ☐

MAR 15 1961

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 2-23-61 10:00 am

Reference No: 32-106

Received: 2-23-61 sl

FBI File No:

Latent Case No: 30649

64-48477-60

Answer to: SAC, Seattle

Examination requested by: Addressee

Copy to:

RE: CRASH OF SABENA AIRLINES JET,
FLIGHT 548,
BRUSSELS, BELGIUM,
2/15/61
IDENTIFICATION MATTERS

Date of reference communication: 2-21-61 TELETYPE

Specimens:

Miscellaneous paper items
NOTE PARAGRAPHS 1 AND 2 PAGE 2

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/MC

/A

b6
b7c

Result of examination:

Examination by:

Evidence noted by:

[Redacted]

Items examined - 1 latent of gpt on envelope
3 of gpts developed on back of spiral
notebook.

Dance program report dated 2-23-61 - returned
enclosed - all other items destroyed.

(enc 2)

Wict 2-23-61
B.L.O.

Ans'd 2/24/61
BEG/pat



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

64-48477

LATENT CASE NO.

March 9, 1961

TO: SAC, Philadelphia

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc

REFERENCE: Specimens received Brussels, Belgium, 2-22-61
EXAMINATION REQUESTED BY: Bureau
SPECIMENS: 25 dental X rays
Three dental charts
One note of dental description
Three photographs of the victim (William Kipp)

Since these items have served their purpose in
this case, they are enclosed for return to [redacted]

[redacted] Also enclosed
are six identification envelopes.

Enc. (38)

1 - New York (62-12507)

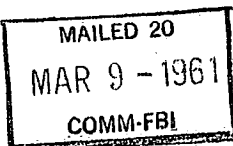
REC- 61

EX 101

19 MAR 10 1961

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

JEB/amr
(5)



52 MAR 14 1961

John Edgar Hoover, Director

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MAIL ROOM ☒ TELETYPE UNIT ☐

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Mohr

DATE: February 28, 1961

FROM : C. L. Trotter *l.h.s.*SUBJECT: CRASH OF SABENA AIRLINES FLIGHT 548
BRUSSELS, BELGIUM
2-15-61

Tolson	✓
Parsons	✓
Mohr	✓
Belmont	✓
Callahan	✓
Conrad	✓
DeLoach	✓
Evans	✓
Malone	✓
Rosen	✓
Tavel	✓
Trotter	✓
W.C. Sullivan	✓
Tele. Room	✓
Ingram	✓
Avi	✓

I picked up an interesting squib on the possible cause of the Sabena air crash in Brussels on 2-15-61. [redacted] whom I have met previously, and who is associated with the Armed Forces Institute of Pathology, was in Brussels and conducted an autopsy on the pilot and co-pilot.

[redacted] called me this morning and said he had been advised by the Sabena people that the pilot of the Boeing 707 jet had reported to area traffic control by radio that he was having hydraulic difficulty. (This would affect not only the landing gear but many of the controls by which the aircraft is flown.) When the ship was passed from area radio control to tower radio control, the pilot did not communicate with the tower. Instead, he came in for a landing and on his first attempt overshot the runway. His wheels were down and as he went into a climb on his first attempt to land he retracted his landing gear. He took a left bank turn and came around for another try. With landing gear down again, he undershot the runway. He pulled out of this maneuver and took a steep left bank turn again to try another landing approach and it was during this maneuver that a power failure apparently occurred and the plane plummeted to earth.

From the two faulty type approaches to the landing strip that the pilot made, it would appear that his hydraulic system was faulty and that he was attempting to control the plane manually.

The foregoing is, of course, not official but was merely passed on to me as being what the Sabena people think at this time.

- 1 - Mr. DeLoach
1 - Mr. Belmont (Attention: Liaison Section)

CLT:VH
(4)

MAR 9 1961

63 MAR 14 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mg



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 62-12507
 FBI FILE NO. 64-48477
 LATENT CASE NO.

March 10, 1961

TO: SAC, New York

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BJ/mc

REFERENCE: Specimens received Brussels, Belgium, 2-19-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Dental X rays of Edward LeMaire

The dental X rays have served their purpose in
 this case and are enclosed for return to [redacted]
 [redacted] together with
 an identification envelope.

b6
 b7C

The dental and medical records borrowed from
 Bumed, Navy, Washington, D. C., have been returned via
 courier service.

Enc. (2)

REC-96

64-48477-63

19 MAR 13 1961

JEB/amr
 (4)

MAILED 27

MAR 10 1961

COMM-FBI

John Edgar Hoover, Director

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

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FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.



REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

LATENT CASE NO.

64-48477

March 10, 1961

TO: SAC, San Francisco

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 540, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/hw

REFERENCE: Specimens received Brussels, Belgium, 2-22-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Seven knee X rays of Laurie Hickox

The above X rays have served their purpose in this case and are enclosed for return to Alta Bates Hospital, Berkeley, California, together with an identifying envelope.

The submitted lifts of latent impressions which were taken in the home of Laurie Hickox are being destroyed with the exception of the lift that was used to establish the identity of this person. The dental X rays of Laurie Hickox are being retained.

Enc. (3)

1 - New York (62-12507)

REC-95

19 MAR 13 1961

Tolson _____
 Parsons _____
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 Gandy _____

JEB/amr
 (5)

718540

MAILED 9

MAR 10 1961

COMM-FBI

John Edgar Hoover, Director

50 MAR 15 1961

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The Attorney General

March 10, 1961

Director, FBI

Sabena Airlines Crash
Brussels, Belgium
D. LE ROY DU VIVIER
GENERAL MANAGER FOR NORTH AMERICA
SABENA BELGIAN WORLD AIRLINES
NEW YORK, NEW YORK
SERVICES AFFORDED BY FBI

Attached is a copy of a letter dated March 3, 1961, from [redacted] for North America, Sabena Belgian World Airlines, New York, New York, wherein he expresses appreciation for the investigative endeavors of FBI personnel. I thought you might be interested in reading it.

Enclosure

- 1 - Mr. Byron R. White
Deputy Attorney General - Enclosure
- 1 - Mr. Parsons - Enclosures (2)
- 1 - Mr. Evans - Enclosures (2)

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mmm

MAILED 25
MAR 10 1961
COMM-FBI

NOTE: See letter of same date to [redacted]

Rec'd
Mr. Tolson
Mr. Parsons
Mr. Mohr
Mr. Belmont
Mr. Callahan
Mr. Conrad
Mr. DeLoach
Mr. Evans
Mr. Malone
Mr. Rosen
Mr. Tavel
Mr. Trotter
Mr. W.C. Sullivan
Tele. Room
Mr. Ingram
Miss Gandy

HHA:gcb
(7)

REC-72

64-48477-65
19 MAR 13 1961

MAR 14 1961



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

64-48477

LATENT CASE NO.

March 13, 1961

TO: SAC, Los Angeles

RE: CRASH OF SADERA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 19, 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE

9/9/81

BY SP-8 BTJ/mc

REFERENCE: Specimens received Brussels, Belgium, 2-22-61
EXAMINATION REQUESTED BY: Bureau

SPECIMENS: Driver's license of Dona Lee Carrier and
William Robert Ripp
Infant footprints of Dona Lee Carrier
Three dental X rays and one dental chart
of Dona Lee Carrier

Both drivers' licenses have served their purpose and
are enclosed with the copy of this report for San Francisco for
return to the Division of Motor Vehicles, Sacramento, California,
together with the identification envelope.

The dental chart and three X rays are enclosed with
a copy of this report to Seattle for return to [redacted] together

MAILED 8

MAR 13 1961

COMM-FBI

with an identifying envelope.

Enclosed for Los Angeles are the infant footprints of
Dona Lee Carrier to be returned to [redacted]

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

Enc.

2 - Seattle (62-103) - Enc. (5)
1 - San Francisco - Enc. (3)
1 - New York (62-12607)

(Continued on next page)
19 MAR 14 1961

John Edgar Hoover, Director

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SAC, Los Angeles

March 13, 1961

Two of the lifts obtained from the residence of Donna Lee Carrier are being retained in the Bureau since this person was identified through the use of the fingerprints appearing thereon. The other lifts submitted by you have been destroyed.

2-15-61

CODE

Jm
CABLEGRAM

VERY URGENT

TO: LEGAT, PARIS

FROM: DIRECTOR, FBI

CRASH OF SABENA AIRLINES, FLIGHT FROM NEW YORK, BRUSSELS, BELGIUM
2-15-61
FEBRUARY ONE FIVE INSTANT, PC FM. REURCABLE FEBRUARY ONE FIVE.

DOCTOR HOWARD LILY MAYBE IDENTICAL HOWARD RUSSELL LILLIE, WHITE
MALE, BORN MAY ONE THREE, ONE NINE NAUGHT TWO AT NORTHEAST PENNSYL-
VANIA. THREE FINGERPRINT CARDS OF LILLIE LOCATED, FINGERPRINTED
AS EMPLOYEE, CORNING GLASS WORKS, CORNING NEW YORK. DESCRIPTION
FURNISHED FROM LATEST PRINT FINGERPRINTED OCTOBER THREE ONE, ONE
NINE FIVE FIVE, HEIGHT SIX FEET TWO INCHES, WEIGHT ONE NINE NAUGHT
POUNDS, HAIR BROWN, EYES BROWN. ADDRESS GIVEN AS ONE NINE ONE
DELEVAN, CORNING NEW YORK.

JGC:prk
(4)

REC-73

19 FEB 17 1961

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BJ/mc

VIA CABLEGRAM

FEB 16 1961

132 AM JHA

9.17
MR. [initials]
ENC. [initials]
CHK. [initials]
APPROVED BY [initials]
TYPED BY [initials]

63 FEB 23 1961

MAIL ROOM ☐

TELETYPE UNIT ☐

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Sullivan _____
Tavel _____
Trotter _____
Tele. Room _____
Ingram _____
Gandy _____

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Rosen

FROM : C. L. McGowan

DATE: 2/15/61

Tolson _____

Parsons _____

Mohr _____

Belmont _____

Callahan _____

Conrad _____

DeLoach _____

Evans _____

Malone _____

Rosen _____

Tavel _____

Trötter _____

W.C. Sullivan _____

Tele. Room _____

Ingram _____

Gandy _____

SUBJECT: CRASH OF *BELGIAN WORLD
AIRLINES JETT AIRLINER
BRUSSELS, BELGIUM, 2/15/61

SABENA AIRLINES

The 8:00 A.M. news broadcast Station WRC, Washington, DC., on 2/15/61, announced that captioned plane crashed outside of Brussels, Belgium, at about 10:00 A.M. Belgium time, as it was coming in for a landing. The plane appeared to be having difficulty and suddenly fell to the ground and exploded. All 72 persons aboard the plane were believed killed. The passengers included 17 members of the U. S. Figure Skating Team. The plane left New York last night.

ACTION:

For information.

JCT:ble
 (6)

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8BTJ/MK

REC-73

EX-102

FEB 16 1961

63 FEB 23 1961

UNITED STATES GOVERNMENT

Memorandum

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

TO : Mr. Mohr

DATE: February 15, 1961

FROM : C. L. Trotter *clt*

SUBJECT: CRASH OF SABENA AIRLINES 707 JET
BRUSSELS, BELGIUM
4:00 A.M., EST, 2-15-61

It now appears we will not be requested to furnish the services of the FBI disaster squad. Sabena has told our New York Office that they would like very much to have us; however, the American Consul in Brussels has indicated he is handling the identification problem personally and anticipates no difficulties. We have also learned that an Army mortuary team is en route to Brussels from Weisbaden, Germany, to assist.

For information.

1 - Mr. DeLoach

CLT:VH
 (3)

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8BTJ/mw

REC- 82

FBI
 64-48477-69
 32-57-5081

6 FEB 21 1961

EX-110
 RECEIVED - TOLSON
 FEB 12 1961

ONE
 2-12
 RECEIVED - TOLSON

253
 63 FEB 28 1961

UNITED STATES GOVERNMENT

Memorandum

Tolson ☒
 Parsons ☒
 Belmont ☒
 Callahan ☒
 Conrad ☒
 DeLoach ☒
 Evans ☒
 Malone ☒
 Rosen ☒
 Tavel ☒
 Trotter ☒
 W.C. Sullivan ☒
 Tele. Room ☒
 Ingram ☒
 Gandy ☒

TO : Mr. Mohr

DATE: February 15, 1961

FROM : C. L. Trotter *b.b.s.*

SUBJECT: CRASH OF SABENA AIRLINES 707 JET
BRUSSELS, BELGIUM
4:00 A. M., EST 2-15-61

Radio news accounts this morning furnish some details of crash of New York to Brussels, Belgium, flight of a Boeing 707 jet airliner just short of the runway at Brussels, Belgium. 61 passengers, a crew of 11 and 1 person on the ground were killed. Fire ensued. 30 bodies have been removed (8:45 A. M.) and identification appears to be difficult. Most of the passengers are said to be Americans including 16 members and the coach of a United States figure skating team en route to Prague, Czechoslovakia, to participate in international figure skating competition. The North American champion, 16-year-old Laurnce (phonetic) Owen, was among victims. We have received no request for identification assistance.

The was present last April when I talked to the airlines security people on the work of the FBI disaster squad in New York City. After the meeting, I recall, he made some inquiries concerning identification of American victims in the event of a Sabena air crash.

As indicated, we have received no request for assistance. Since there are so many Americans on board, in the event we do receive a request for assistance, it is recommended that the services of the FBI disaster squad be made available provided Sabena furnishes transportation to Brussels.

CLT:VH

(3) C.E. DELOACH - DIRECT

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc
1 - Mr. DeLoach
2/15/61
b.l.g.
 63 FEB 28 1961

REC-82

EX-110

FEB 21 1961

ONE

b6
b7c

2-10-61

CODE

CABLEGRAM

URGENT

TO LEGAL ATTACHE PARIS

FROM DIRECTOR FBI

CRASH OF SABENA AIRLINES PLANE, BRUSSELS, BELGIUM, FEBRUARY ONE FIVE LAST. FBI DISASTER SQUAD, HEADED BY ASSISTANT DIRECTOR C. LESTER TROTTER, LEAVING IDLEWILD AIRPORT, NEW YORK, NINE P. M. FEBRUARY ONE SIX VIA BOAC FLIGHT FIVE ONE ZERO, ARRIVING LONDON, ENGLAND, EIGHT THREE ZERO A. M. FEBRUARY ONE SEVEN. LEAVING LONDON NINE FIVE FIVE A. M. FEBRUARY ONE SEVEN VIA BEA FLIGHT FOUR THREE ZERO, ARRIVING BRUSSELS, BELGIUM, AT NOON FEBRUARY ONE SEVEN. ADVISE SABENA AIRLINES AUTHORITIES AT BRUSSELS ARRIVAL TIME OF SQUAD.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE

2/9/81

BY

Q-88TJ/mw

NR

ERIC

GK

APPROVED BY

TYPED BY

1 - NEW YORK

VIA CABLEGRAM

FEB 16 1961

9:30 p.m.

REC-73

REC-73

32 57-5072
64-48477-71
19 FEB 17 1961

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

1 - Foreign Liaison Unit (route through for review)

63 FEB 23 1961

MAIL ROOM ☐TELETYPE UNIT ☐

WMM

C.H.P.

The Attorney General

February 16, 1961

Director, FBI

**REQUEST FOR ASSISTANCE
IN IDENTIFYING THE VICTIMS
OF SABENA AIRLINES CRASH
BRUSSELS, BELGIUM
FEBRUARY 15, 1961**

I thought you would be interested to know that the FBI's Disaster Squad has been requested to assist in identifying the victims of the Sabena Airlines crash which occurred on February 15, 1961, near Brussels, Belgium. The plane, a Boeing 707, was attempting to land at the Brussels Airport at the time of the crash. The plane was reported carrying 61 passengers, 52 of them Americans, and a crew of 11. Everyone on the plane perished in this disaster. The request for the FBI Disaster Squad was received from Belgian Government officials through the United States State Department representatives in Brussels. We are honoring the request and Sabena Airlines is furnishing transportation for the squad.

To date, the Disaster Squad has afforded assistance in 30 major disasters and has been successful in identifying 79.5% through fingerprints in the files of our Identification Division. I thought you would be interested in this, especially the humane value of fingerprint identification of disaster victims.

1 - Mr. Byron R. White
Deputy Attorney General

Tolson _____
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DeLoach _____
Evans _____
Malone _____
Rosen _____
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Trotter _____
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BEP:VH
(8)

MAILED 2
FEB 16 1961
COMM-FBI

57 FEB 21 1961

MAIL ROOM ☐ TELETYPE UNIT ☐

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 7/9/61 BY SP-8BTJ/MC

UNITED STATES GOVERNMENT

Memorandum

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 Evans _____
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 Trotter _____
 C. Sullivan _____
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 Ingram _____
 Gandy _____

TO : MR. TROTTER

DATE: 2-16-61

FROM : [REDACTED]

SUBJECT: CRASH OF SABENA AIRLINES 707 JET
BRUSSELS, BELGIUM
4:00 A.M., EST., 2-15-61

Mr. Trotter and 3 employees of FBI Disaster Squad (SA [REDACTED]
 [REDACTED] Fingerprint Examiners [REDACTED]
 will leave for Brussels, Belgium, this afternoon for purpose of identifying
 bodies of victims in captioned disaster.

Following is their itinerary:

2-16-61 Leaving Washington, D. C., at 4:45 P.M., via
 Eastern Airlines Flight 68

Arriving LaGuardia Airport, New York, at
 5:55 P.M.

Leaving Idlewild Airport, New York, at 9:00 P.M.
 via British Overseas Airways (BOAC) Flight 510.

2-17-61 Arriving London, England, 8:30 A.M.

Leaving London at 9:55 A.M. via British European
 Airways (BEA) Flight 430.

2-17-61 Arriving Brussels, Belgium, at Noon (6:00 A.M.
 Washington time)

FBI, New York, is office of origin for gathering background material
 (dental charts, medical reports, description of clothing, jewelry, etc.) to be
 sent to FBI Disaster Squad daily via Sabena Airlines flight direct from New
 York to Brussels, which leaves every evening. Arrangements have been
 made for us to communicate with FBI Disaster Squad through direct teletype
 facilities of Sabena Airlines between New York and Brussels.

ACTION:

For information.

AKB:hs

(6)

- Mr. Mohr

- Mr. DeLoach

62 FEB 28 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8BTJ/mh

REC- 82

32-57-5080
 64-48477-73
 6 FEB 21 1961

ONE



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

LATENT CASE NO.

64-48477

March 14, 1961

TO: SAC, Los Angeles

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP8 BTJ/mk

REFERENCE: Specimens received Brussels, Belgium, 2-20-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: California driver's license for Rhode Lee
 Michelson

One dental chart

Two dental X rays

Twelve photographs of infant's footprints

The above specimens have served their purpose and are enclosed, together with an identifying envelope. The driver's license should be returned to Department of Motor Vehicles, Sacramento, California. The dental material should be returned to [redacted] The photographs of footprints should be returned to [redacted]

b6
b7C

Enc. (17)

1 - New York (62-12507)

EX-114

REC-62

MAR 15 1961

Tolson _____
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 Evans _____
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 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

JEB/amr
(5)

MAILED 27

MAR 14 1961

COMM-FBI

John Edgar Hoover, Director

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☒TELETYPE UNIT ☐

Date 2/1/61

To

☒

Director

Att.

Ident Div

FILE #

☐

SAC

Title

☒

ASAC

☐

Supv.

☐

Agent

☐

SE

☐

CC

☐

Steno

☐

Clerk

Crown

Sabena Airlines

Jet

Brussels, Belg.

ACTION DESIRED

☐

Acknowledge

☐

Prepare lead cards

☐

Assign Reassign

☐

Prepare tickler

☐

Bring file

☐

Recharge serials

☐

Call me

☐

Return assignment card

☐

Correct

☐

Return file

☐

Deadline

☐

Return serials

☐

Deadline passed

☐

Search and return

☐

Delinquent

☐

See me

☐

Discontinue

☐

Send Serials

☐

Expedite

to

☐

File

☐

Submit new charge-out

☐

Initial & return

☐

Submit report by

☐

Leads need attention

☐

Type

☐

Return with explanation or notation as to action taken.

Attached is copy
first of 3 cables
to Brussels 1/22/61
Sabena facilities.

NOT RECORDED

MAR 2 1961

SAC

Office

57 MAR 17 1961

reverse side

ENCLOSURE

SABENA

FOR INTER COMPANY USE ONLY.

FEB 21, 1961

TO: BRUDASH

ATTN WALKERAVENS TO BE TRANSMITTED TO C LESTER TROTTER ASSISTANT DIRECTOR/FBI
RE CRASH SABENA AIRLINES JET 548 FOLLOWING ADDITIONAL INFORMATION
DEVELOPED RE PASSENGERS 61 AND 29

GEORGE YOUNG NO 61 HAD CROWN OF FIVE GOLD TEETH UPPER RIGHT JAW AND CROWN OF
GOLD TEETH LOWER ONE OF CROWNS OF GOLD TEETH REMOVED IN PAST YEAR HOWEVER NOT
KNOWN IF THIS CROWN IS UPPER OR LOWER JAW STOP DENTAL WORK DONE FRANCE NO
DETAILS KNOWN IN US STOP VICTIM HAD COMPOUND FRACTURE RIGHT ARM BETWEEN WRIST
AND ELBOW TWO YEARS AGO STOP SKULL FRACTURE TOP OF HEAD SLIGHTLY TO LEFT
V SHAPED SCAR LEFT SIDE OF ABDOMEN STOP INDEX FINGER RIGHT HAND CUT OFF AND
ONLY A LITTLE POINT OF FINGERNAIL REMAINS STOP RE JUANITA LEMOINE # 29 WEDDING
BAND HAD FOUR SMALL DIAMONDS YELLOW GOLD BAND UNKNOWN WEARING ORANGE COLOR
SUIT LOOSE ROUGH WEAVE WITH SHORT PIECES OF DARKER ORANGE THREAD INTERWOVEN
IN FABRIC STOP THE FOLLOWING ITEMS WERE FORWARDED TO YOU VIA KLM FLIGHT
DEPARTING NEWYORK 0100 INSTANT DATE DENTAL IDENTIFICATION STEPHANIE AND
SHARON WESTERFELD NOS 59 and 60 STOP DENTAL RECORDS AND XRAYS ROGER CAMPBELL
NO 6 STOP XRAYS AND REC ANN CAMPBELL NO 5 STOP INFANT FOOTPRINTS DONA
CARRIER NO 7 STOP DENTAL RECORD DIANE SHERBLOOM #52 STOP DENTAL CHART
DANIEL RYAN #49 STOP MEDICAL DENTAL AND XRAYS DALLAS PIERCE #41 STOP
DENTAL RECORDS PHOTOS AND DESCRIPTION WILLIAM KIPP #26 STOP
DENTAL CHARTS LILIS DURE NO 12 AND LAURIE HICKOX NO 21 STOP
DENTAL CHARTS AND 14 XRAYS EDWARD SCHOLDAN #50 STOP
2 XRAYS JAMES SCHOLDAN #51 STOP DENTAL CHART AND XRAYS PLUS 3 PHOTOSTATS
FOOTPRINTS DOUGLAS RAMSAY #44 STOP DENTAL CHART XRAYS OF LOUISA HARTSHORN
#13 STOP DENTAL CHART CARL SHALLENDER #56 STOP MEDICAL AND DENTAL REC
DAYTON ALEXANDER NO 1 STOP DESCRIPTIVE DATA FORWARDED RE NOS 9 21 26 27
41 49 stop FINGERPRINTS OF ANN B CAMPBELL LOCATED AND BEING FORWARDED

ENCLOSURE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mrc



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. **32-479**
 FBI FILE NO. **64-48477**
 LATENT CASE NO.

March 14, 1961

TO: SAC, Boston

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8BJ/mh

REFERENCE: Specimens received Brussels, Belgium, 2-20-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Two X rays and one dental chart of Miss Maribel
 Owen, Jr.
 One X ray and one dental chart of Miss Laurence
 Owen
 Two X rays and one dental chart of Mrs. Maribel
 Owen, Sr.

The above dental material has served its purpose
 and is enclosed for return to [redacted] together
 with four identification envelopes.

Enc. (12)

1 - New York (62-12507)

REC-62

19 MAR 15 1961

MAILED 27

MAR 14 1961

COMM-FBI

JEB/amr
 (5)

68 MAR 17 1961

John Edgar Hoover, Director

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MAIL ROOM ☒TELETYPE UNIT ☐

Tolson _____
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 Callahan _____
 Conrad _____
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 Evans _____
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 Trotter _____
 W.C. Sullivan _____
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 Ingram _____
 Gandy _____



FEDERAL BUREAU OF INVESTIGATION

Washington, 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 62-12507
 FBI FILE NO. 64-43477
 LATENT CASE NO.

March 14, 1961

TO: SAC, New York

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

REFERENCE: Specimens received Brussels, Belgium, 2-21-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Infant footprints of Patricia Dineen
 One dental chart of Patricia Dineen
 Nine tooth X rays of Patricia Dineen
 One dental chart of Robert Dineen
 Ten tooth X rays of Robert Dineen

The above items have served their purpose and are enclosed for return to the proper persons, together with four identifying envelopes.

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mc

REC-62

64-48477-75

19 MAR 15 1961

Tolson _____
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JEB/amr
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MAILED 27

MAR 14 1961

COMM-FBI

63 MAR 17 1961

John Edgar Hoover, Director

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FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. **32-106**
 FBI FILE NO. **64-48477**
 LATENT CASE NO.

March 14, 1961

TO: SAC, Seattle

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8 BTJ/mc

REFERENCE: Specimens received Brussels, Belgium, 2-23-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Dental charts for Ila, Alvah, and Ray Hadley
 Four rubber lifts of latents, presumably of
 Ila Hadley
 Four photographs and one negative of footprint
 of Ray Hadley

In accordance with your instructions, all of the dental and footprint material is being retained in the Bureau.

Inasmuch as the latents appearing on the lifts were of no value, they have been destroyed.

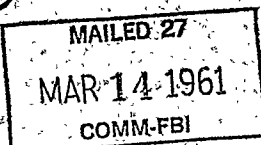
1 - New York (62-12507)

REC-95

19 MAR 15 1961

Tolson _____
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JEB/amr
 (5)



John Edgar Hoover, Director

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FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

LATENT CASE NO.

64-48477

March 14, 1961

TO: SAC, Indianapolis

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP8BRT/mk

REFERENCE: Specimens received Brussels, Belgium, 2-21-61
 EXAMINATION REQUESTED BY: Bureau
 SPECIMENS: Four dental X rays, two dental charts, and one
 dental description of Dallas L. Pierce

The above specimens have served their purpose and
 are enclosed for return to [redacted]
 [redacted] together with two identifying envelopes.

b6
 b7C

Enc. (9)

1 - New York (62-12507)

REC-95

64-48477-78

19 MAR 15 1961

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MAILED 27

MAR 14 1961

COMM-FBI

Tolson _____
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63 MAR 21 1961

John Edgar Hoover, Director

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FEDERAL BUREAU OF INVESTIGATION

Washington 25, D.C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO.

FBI FILE NO.

LATENT CASE NO.

64-48477

March 14, 1961

TO: SAC, Los Angeles

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BJJ/mc

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 548, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

REFERENCE: Specimens received Brussels, Belgium, 2-22-61

EXAMINATION REQUESTED BY: Bureau

SPECIMENS: Driver's license of Roger Hunter Campbell
Three body X rays of Roger Hunter Campbell
One dental chart and one tooth X ray of
Roger Hunter Campbell
Driver's license of Ann Brownloe Campbell
Thirteen body X rays of Ann Brownloe Campbell

The above specimens have served their purpose and are enclosed for return to the proper persons, together with two identification envelopes. The driver's licenses should be returned to Department of Motor Vehicles, Sacramento, California.

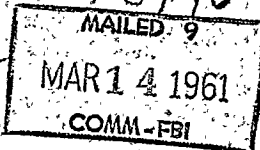
Enc. (22)

REC-91

1 - New York (62-12507)

64-48477-79

19 MAR 15 1961

JEB/amr
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56 MAR 21 1961

John Edgar Hoover, Director

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ALL INFORMATION CONTAINED
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DATE 9/9/01 BY SR-8BTJ/mc

64-48477-80

CRASH OF SABENA AIRLINES FLIGHT #548
FEBRUARY 15, 1961 -- BRUSSELS, BELGIUM

The FBI Disaster Identification Squad arrived in Brussels, Belgium at 7 p.m. on February 17 to assist in the identification of the 49 American passengers on board Sabena Flight Number 548 which had crashed on February 15, 1961. The services of this group were requested by the United States State Department which also conveyed similar requests from the Belgian Governmental authorities and Sabena Airlines. It was emphasized to all that the FBI Disaster Identification Squad was only interested in assisting in the identification of the victims and nothing more.

The FBI Disaster Squad proceeded to the mortuary in the city of Brussels and made a strictly preliminary survey of the impact and incineration damage which had occurred to the remains of the victims.

The identification processes of the FBI Disaster Squad commenced on Saturday morning, February 18, 1961 at the Sanitation Quarantine Building of the Melsbroeck Airport. There were at that time 17 bodies of American citizens at this location. All 17 of these had been previously identified by the Belgian authorities. The bodies of 3 of these 17 victims had been placed in sealed coffins.

After completing our work at the Sanitation Building, we left that location at approximately 5:30 p.m. and proceeded to the mortuary in the city of Brussels. (One member of the

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8 BTJ/mf

FBI team had been previously dispatched from the Melsbroeck Sanitation Building, along with the U.S. Army Mortuary Team, to the Brussels city mortuary to commence the processing of the remains of the victims at that place.)

Due to the rather rapid rate of decomposition, the Belgian authorities desired to place the remains of all victims in sealed coffins as quickly as possible. The Belgian authorities were informed that such action was entirely a matter for decision by them and that we were in no position to interfere with whatever action they wished to take in this matter. Consequently, remains of some of the victims at this location were necessarily placed in sealed coffins before all possible identifying data could be recorded for later use.

There follows a listing of the 49 American victims in the order of (1) those positively identified by fingerprints by the FBI Disaster Squad, (2) those identified by the Belgian authorities, (3) those bodies and recovered personal effects processed by the FBI Disaster Squad from which certain "Identifying points" were obtained. (One Canadian had to be necessarily processed with the Americans in this latter grouping in order to separate the remaining Americans.)

It should be clearly understood by all that the FBI will (a) certify positively as to the identification of all victims from whom fingerprints were obtained and thus identified by fingerprints by the FBI Disaster Squad. It should

also be clearly understood by all that the FBI will only present for consideration certain "identifying points" on the victims in Category No. 3, above, and that the FBI will in no case certify as to the absolute finality of the identifications of those victims to be listed in the category under "identifying points."

Fingerprint Identifications

The following individuals were positively identified by virtue of one or more fingerprints taken from the remains of the listed victims: (Numbering key - "B" stands for the Belgian number - "F" stands for the FBI number. In explanation, those bodies first identified by the Belgian authorities before arrival of the FBI team were not numbered. However, the FBI Squad assigned their own numbers to these and placed shipping tags on each of the remains with the FBI number on the tag.)

<u>Name</u>	<u>Body Number</u>
Julian Baginski	F 17
Donna Lee Carrier	B 22
Robert Dineen	F 5
Iris Duke	B 17
Linda Foster	B 21
Daurice Herring	B 96
Laurie Hickox	B 18
William Hickox	F 1

<u>Name</u>	<u>Body Number</u>
Howard Lillie	F 11
Deane McMinn	F 2
Walter Powell	No number **
Dudley Richards	F 9
Richard Robinson	F 10
Max Silberstein	B 48
Sharon Lee Westerfeld	B 16
Stephanie Westerfeld	B 100

** This particular body was shipped with no numbering tag assigned. However the name of the individual was listed on the shipping tag.

Identifications by Belgian Authorities

The following identifications were effected by the Belgian authorities prior to the arrival of the FBI team. In some cases no numbers were assigned but name tags were placed on the remains. Their names are listed herein alphabetically together with the exact information supplied by the Belgian authorities showing how they made these identifications. (In those cases where numbers were also assigned by the Belgian authorities, the listing below will show such):

<u>Name</u>	<u>Identifying Data</u>
Ray Hadley B 50	Head and body hair. Samples taken, color apparent - dark brown. Eyes - identification impossible. Teeth - upper jaw - mixture of the first two molars left and right, wisdom teeth not showing on the right and barely showing on the left. Lower jaw - important mixture of the first molar lower left and probably first molar lower right. Fingerprints - right hand - stump. left hand - fingers burned.

Name

Identifying Data

Ray Hadley (cont'd.)

B 50

Clothing - samples taken of - waistcoat, interior in red silk with green squares (type of material used for scarves).

Exterior - velvet, corded grey.

Necktie - blue, brown, white. Piece of linen which looks like a shirt (lower portion and collar).

Blood - sample taken and placed in a dry tube which was then sealed.

Cufflinks - metal, brass, rectangular, initials R.H.

Harold Hartshorne

B 6

Chain attached to trouser belt on which was hanging a medal inscribed "National Dance Championship Boston 1941 Harold Hartshorne [redacted]
[redacted]

b6
b7c

Harold G. Kellett

Identified by his United States passport. Living at 270 Bronsville Road, Bronsville, New York. Pocketbook, travellers checks, a visiting card case with cards in the name of Kellett, Assistant Vice President. 3 diaries and a publicity scribbling pad.

<u>Name</u>	<u>Identifying Data</u>
Gregory Kelley B 40	Clothing, in the pocket a pocket book containing identity papers. Signet ring on the right hand inscribed "G.E.K.". Tall person.
Richard Lemaire	Identified by a red pocket book which contained indications that his address was Sunset Lane, New York.
Herbert Myers	Key ring and papers.
Laurence Owen B 97	Hair - upper portion of head crushed. Eyes - missing. Upper jaw - small filling of the first two molars - wisdom teeth missing. Lower jaw - filling of the second premolar and two molars on the right. Two first molars on the left filled. Fingers - disappeared on left hand (stump burned). Blood - sample taken. Sample of the skin of the right index finger was taken. Clothing - A dress in black jersey wool. underskirt (two pieces) brassiere suspender belt with initials L.O. in heavy black ink.

NEEP made
dental & ALSO

<u>Name</u>	<u>Identifying Data</u>
Laurence Owen (cont'd.)	menstruation panties (piece)
B 97	panties in artificial silk.

The initials on the suspender belt and the initials inside the ring (Winch. June 20 1910) appear to justify the thought that the person is OWEN Laurence. Sample: small shoe in wood (char with a red, blue and green design).

Margaret Pozzuolo

B 7

Body extremely burned.

Hair - non existent.

Eyes - non existent.

Hands - left hand - stump

right hand - a ring on the ring finger.

Samples - fine chain in silver around the neck with the ornament in the form of a Y at the base of the Y is a small stone of unknown color.

Signal ring with coat of arms forming 8 fleurs de lis or shamrocks with an inscription over the coat of arms "j'avance".

The womb contained an unborn child of male sex approximately 10" long and of a size of 5 or 5½ months.

Name

Identifying Data

Margaret Pozzuolo (cont.)

B-7

This unknown can be identified as POZZUOLO Margaret in accordance with information furnished by Sabena.

A sample of a piece of a blouse with a design in red and green.

Sample of brassiere. Sample of burned hair.

Douglas Ramsay

Coming from Detroit, Student, City of Detroit, Red Fort High School. Student card no. 35.185 signed by the Principal,

[redacted] - small red pocket book containing personal papers which bore the address [redacted]
[redacted]

b6
b7C

Edward Schoidan (Schoidan)

Identified by papers found on him - born 7.18.1910. Two addresses were found in the papers - Broadmoor Hotel, Colorado Springs, Colorado [redacted]

[redacted] A small visiting card case was also found on him.

b6
b7C

Martin S. Soria

Passport in the trousers pocket.

Identifying Points

As previously set forth in the foregoing, the following points for possible identification on each of the hereinafter listed victims were assembled by the FBI Disaster Squad. The FBI in no manner certifies as to the finality of these identifications. They are being presented for the assistance of the proper authorities. It shall be the decision of the Belgian authorities as to whether sufficient data has been developed for the purpose of establishing the identification of each of these victims.

<u>Name</u>	<u>Points</u>
Dayton M. Alexander B 19	(a) Victim is of large physical build - Height 5'10" Weight 205 lbs - Photo of remains shows similar heavy build. (b) No dental charting of remains by American group. Belgian doctor who examined remains described teeth as being in "very good condition". Stated upper jaw had fillings in 2 right front molars and 2nd left molar. He further stated the lower jaw had filling in 2nd right molar and 2nd left molar on the grinding surfaces. Military dental chart of victim compares favorably with all above points enumerated it being understood that the only charting of

<u>Name</u>	<u>Points</u>
Dayton M. Alexander (cont) B 19	remains was not in conformance with detailed dental practices. (c) X-rays taken by German doctor shows that remains are of man of over 30 years of age - Alexander is 35 years of age. (d) The medical history of ALEXANDER MARION DAYTON reflects that entire right side of face was rebuilt by plastic surgery including his nose and right eye. There is a depressed, contracted and irregular scar about 4 inches long extending from right molar region. This characteristic is evidence of surgery. This characteristic was found on the remains.
Ann Campbell B 38	(a) Relatives described her as having pierced ears. Body had pierced ears. (b) Relatives described earrings consisting of a single stone diamond in each erring. <u>One</u> single stone earring was found on the remains of this victim. (c) Relatives furnished a description of a diamond ring. A similarly described ring was found on the remains. (d) Relatives described this victim

Name

Points

Ann Campbell (cont.)

B 38

as having full dentures, upper and lower. No teeth were found in the remains.

(e) This victim's son who was also on board possessed a white metal watch with flexible strap and sweep second hand. Her relatives stated the victim sometimes wore her son's watch. A similarly described watch was found on this victim's remains.

Roger Campbell

B 13

(a) This victim's relatives described his hair as brown. Brown hair was found on the remains.

(b) The clothing of this victim was described as being a black sweater, a white shirt and black trousers. Adhering to the remains were pieces of a black heavy knit sweater, black trousers and a white shirt. The shirt was of oxford cloth with button down collar, size 14½, with 33" sleeves.

Name

Roger Campbell (cont.)

B 13

Points

(c) The victim was described as being 5' 9" in height and weighing 140 lbs.

The photograph of the remains shows the victim as being rather tall and slender. Attention is called to the shirt size above also.

(d) The victim was described as being a member of the world championship skating team. Sewed on the sleeve of the sweater from the remains was an emblem patch marked "U.S. World Championships."

(e) The victim was described as being 18 years old. X-rays of the skeletal structure by the German doctor showed the victim as approximately 15 to 17 years of age.

(f) A newspaper photograph taken at the time of departure of the plane showed the victim to be wearing what appears to be a heavy black sweater [redacted]

[redacted] verifies this. As set forth in Point (b) above, with the remains a similar sweater was found.

b6
b7C

Name

Points

Roger Campbell (cont.)

B 13

(g) A portion of left mandible was recovered from the remains indicating the following: tooth #17 missing, tooth #18 present and not filled, tooth #19 posthumously missing. This limited portion of jaw is in agreement and not contradictory for the victim Roger CAMPBELL.

(h) Victim was a member of the skating team which was riding in the "Economy" section of the aircraft. Found on the remains was a fragment of paper which showed "Economy D.E.F.".

Donna Lee Carrier

B 22

This victim positively identified by fingerprints.

(a) Victim was described as wearing a 14-carat yellow gold ring with an opal stone supported by four gold prongs.

A similar ring was found on the remains of the victim.

(b) Victim's hair was described as being long and ash-blond. Similarly described hair was found on the victim.

<u>Name</u>	<u>Points</u>
Donna Lee Carrier (cont.) B 22	(c) Victim was described as wearing a black knit dress. Similarly described material was found on the remains. (d) Victim was described as wearing a white panty girdle with long legs and bearing brand name of "Olga Corsetry". With the remains was found a girdle inscribed "Olga Corsetry"--Lady Long Legs". The tag bore designation of size "M" and the number 456-16.
Patricia B. Dineen B 1	(a) Victim was described as having auburn hair. Similarly described hair was found on the remains. (b) Victim was described as wearing matching wedding ring similar to that of her husband, Robert Dineen, except that her ring was wider. Such a wedding ring was found on the remains of this victim. (c) Victim was described as wearing a beige wool dress. Similar material was found on the remains. (d) Dental chart made from remains corresponds favorably with the known dental charts of Patricia B. DINEEN.

<u>Name</u>	<u>Points</u>
Alvah Hadley B 15	(a) The victim was described as having brown hair. Brown hair was found on the remains. (b) From the remains was removed a wedding and engagement ring of 14 carat yellow gold. <u>Both rings were welded together.</u> The wedding ring had five small diamonds on the upper surface. The other ring had a small or medium size diamond with one small similar stone on each side of the larger one. Such a combination of rings was described by relatives as having been worn by the victim. (c) Limited dental information known concerning the victim corresponds with teeth recovered from the remains. (d) Victim had in possession grey green tweed, 2 piece suit flecked with burnt orange, yellow and maybe brown. Similar material found on remains of victim.
Ila Hadley B 20	(a) Victim was described as being a member of the U.S. skating team. On remains was found a white sweater with a red and blue V design. There was an emblem patch on the sweater inscribed "U.S.F.S.A. Team."

Name

Points

Ila Hadley (cont.)

B 20

Also inscribed on this patch was a red, white and blue shield emblem and the words "World Championships".

(b) A dental chart of only a portion of the mouth of these remains could be made. This matches excellently the characteristics of her known dental chart.

(c) The victim was described as wearing a medium size diamond ring in a plain setting. A similarly described ring was found with the remains.

(d) The victim was described as having brown hair. Brown hair was found with the remains.

(e) The victim's build was described among other things as being "hippy". The photograph of the victim's remains bears out this physical characteristic.

(f) In the hair on the remains was found a roll type hair curler. A photograph of the victim taken at the time of the plane's departure from New York shows a roll of hair of similar size as the curler on the left side of the victim's head. (The roll of hair could conceal such a hair curler.)

<u>Name</u>	<u>Points</u>
Louisa Hartshorne	(The steel tag on this body will bear the number 95. It is a Belgian number). (a) On the left hand of the remains were found the following rings: a platinum color ring from which the setting was missing. The setting has the appearance of having accomodated a fairly large stone originally. A similarly described ring was said to have been worn by the victim. Also a wedding ring of white metal resembling platinum was found on the victim. There was space in the setting for 8 (emerald cut) diamonds in a row (however, only 7 of the stones were still in the setting; one was missing). A similarly described ring was said to have been worn by the victim. (b) Victim's hair is variously described by relatives as (1) being light auburn, (2) blond, and (3) gray. An examination of a specimen of hair taken from the remains shows it to be brown with reddish tinge and gray or white mixture. (c) The physical build of the victim corresponds.

Name

Points

Louisa Hartshorne (cont.)

(d) The age grouping of the victim corresponds.

(e) The victim was described as wearing a green wool suit. Similar scrap of material was found on remains.

(f) Dental chart made from remains compares exceptionally well with available dental information of victim.

Laurie Hickox

B 18

This victim was identified by latent fingerprints found in her home.

(a) The victim was described as wearing a De Molay Sweetheart ring. Such a ring was found on the victim's remains.

(b) The victim was described as wearing a black and white check suit or dress. Similar material was found with the remains.

(c) The physical build of the victim corresponds.

(d) The victim was said to be wearing underpants with a floral design on the left side only. Such a garment was found on the victim.

(e) The victim is a skater. She was wearing on top of her underpants two pairs of skating tights (this was under her normal street clothing).

<u>Name</u>	<u>Points</u>
Laurie Hickox (cont.) B 18	(f) Dental chart made from remains matches excellently with known lifetime dental chart of victim.
Nathalie Kelley B 36	(a) A detailed dental chart was made from the victims remains and this matches perfectly with known dental chart of the victim. (b) The remains bore brown hair and the victim's hair was similarly described.
William Kipp B 94	(a) Victim was described as wearing tee shirt, size 36 medium made by "Munsingwear". A piece of a size 36 tee shirt with label "munsingwear" was found on the remains. (b) The victim was described as wearing jockey shorts by "Munsingwear", size 14 or 30. A piece of "Munsingwear" jockey shorts was found on the body. (c) The victim was described as possessing Arrow shirts with the known laundry marks of "Kipp-h" and "22X-Kipp" and "22Y-Kipp F-four". On the remains of this victim was a portion of an Arrow shirt with a laundry mark developed by infra red light which when photographed showed the mark as being "22Y K-pp H".

Name

Points

William Kipp (cont.)

B 94

(d) Victim is described as a small individual - height 5' 7" and weight 125 to 130 pounds with small feet. The photograph of the remains and the clothing found indicates this was a small individual.

(e) The life-time dental chart of the victim matches excellently with a chart made of the victim's mouth.

(f) The tooth chart of the remains is negative with respect to the known dental characteristics of the other victims.

Edward Lemaire

B 5

(a) By direct comparison of the teeth of the victim's mouth with the known complete x-rays of the victim's teeth, the dental conclusion was reached that the two matched perfectly.

(b) The victim was described as having a short and stocky build and photographs of the body bear this out.

(c) A 3 inch surgical scar on the lower left quarter of abdomen of remains was viewed during the dental examination performed by

Subject "scar" was

b6
b7C

Name

Points

Edward Lemaire (cont.)

B 5

noted on the dental form prepared for remains no. 5. The report of Medical Examination (Standard Form 88) for victim Edward LEMAIRE indicates under item no. 39 an "operational scar lower left quarter" (OP scar LLQ) which is in perfect agreement with scar seen on remains no. 5.

Juanita Marie Lemoine

B 3

(a) Wedding ring was described as yellow gold with 4 small diamonds in a row on crest. A similarly described ring was found on remains of this victim.

(b) Victim described as wearing an orange color suit of loose rough weave with short piece of darker thread interwoven. A similarly described piece of fabric was found with the remains.

(c) Victim was described as having medium brown hair. Similar color hair was found with remains.

(d) Her dentist recently extracted tooth #19, lower left molar. Examination of victim's mouth revealed such an extraction.

[] said this was the only missing tooth and dental examination of remains verified this.

Name

Points

Juanita Marie Lemoine (cont.) (a) Victim's physical build was described as small and examination of remains corresponds with this.

B 3

Bradley Richard Lord

B 12

(a) Victim was described as wearing "after-ski boots" with grey socks. Part of such a boot and a piece of similar colored sock were found on the remains of the left foot. The photograph of the victim, taken at New York's Idlewild Airport just prior to departure of the plane, shows him wearing a similar boot.

(b) Victim was described as being tall and slender with height 5' 10" and weight of 135 pounds. A white shirt found on the remains showed size 14 $\frac{1}{2}$ collar and 33" sleeves. From the remains a portion of men's briefs size 32 was obtained. Such sizes would substantiate known physical build.

(c) The life time known dental chart compares excellently with the dental chart made from the remains.

(d) On the remains was found a portion of a red tie with small oval figures on a white rectangular pattern with a flower-like pattern in between. The photograph of the

Name

Points

Bradley Richard Lord
(cont.)

B 12

victim at the time of departure of the plane from New York shows him to be wearing a tie with a similar pattern.

Rhode Lee Michelson

B 14

(a) A relative reported that a fragment of a needle was imbedded in the instep of the right foot. X-rays taken by German doctor of the remains showed such a needle fragment in the place described.

(b) Victim was described as having brown hair. Similar hair was found on the remains.

(c) The life time dental chart of the victim is in excellent agreement with the dental chart made from the remains.

(d) A small gold color cross less than 1" x $\frac{1}{2}$ " was found on the remains. Victim was known to have had such a cross.

(e) Victim was known to have purchased a black skirt recently. Piece of such a skirt found on remains. Also the New York plane departure photograph showed a ^{dark colored} black skirt.

(f) Plane departure photograph shows victim wearing a high neckline dark garment which could be a sweater. A piece of dark green sweater material was found on remains.

Names

Points

Mrs. Maribel Vinson Owen

B 52

(a) Teeth charted from remains compares excellently with known life time dental charts of Mrs. Maribel Vinson Owen.

(b) Victim reported wearing a black and white tweed suit and black sweater. Similar pieces of suiting material was found on the body. Pieces of black sweater were also found on the body.

(c) Victim was described as a brunette. Hair found on remains was brown with grey strands.

(d) Victim was described as possessing muscular build. Photograph of remains substantiates this.

Miss Maribel Yerva Owen

B 99

(a) Dental charting of teeth from remains in excellent agreement with known charts of victim.

(b) The victim was described as wearing a gold ring with two pearls on ring finger of left hand. A ring was found on left hand of victim which was of yellow metal and which had vertical center prong and leaf prongs on each side, formerly holding two stones. The stones are missing.

<u>Name</u>	<u>Points</u>
Miss Maribel Yerva Owen (cont.) B 99	(c) Victim was described as having curly brown hair. The remains had similarly described hair.
Dallas Larry Pierce B 98	(a) The life time dental chart of the victim is in excellent agreement with the chart made from the remains. (b) The German doctor reports that x-rays of the skeletal structure indicates the victim is over 20 years of age. Victim is 24 years old. (c) Victim reported to be wearing jockey type shorts. A piece of such a garment was found on the remains.
Daniel Charles Ryan B 11	(a) The dental chart prepared from the remains compares in all details with the known dental chart of the victim. (b) The victim is a skater and was known to own winter sports-type boots. A portion of a winter sports-type boot was found on the right foot. (c) The German doctor from x-rays described the skeletal structure of the remains as that of an individual who participated extensively in strenuous sport activity. The victim was a skater.

Name

Points

James Edward Schoiⁱdan
B 30 (Schoiⁱdan)

(a) There were no fillings in the teeth and the x-rays of the remains show the victim still had his milk teeth. The victim is 12 years old and it was said that he had never been to a dentist.

(b) The German doctor determined from x-rays that the skeletal structure indicated age as not more than 16 years and more probably 12 years of age. The victim was 12 years old, and there was no other 12 year old individual on the plane.

(c) The victim was reported to be wearing washable trousers. The remains yielded a portion of green washable fabric trousers. The victim was reported to have possessed similar colored trousers.

Diane Sherbloom

B 23

(a) An x-ray of the remains by the German doctor indicates this person to be approximately 16 to 22 years of age and more probably around 20 years old. The victim was born September 21, 1942 which would make her 18 years and 5 months of age.

(b) Victim had natural blond hair. Remains showed similar hair on body.

(c) Dental chart made from remains compares excellently with known lifetime dental information.

Name

Points

Diane Sherbloom (cont.)

B 23

(d) Victim's [] advised she preferred white under garments. Scrap of light color panties found on remains.

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b7C

(e) All other females had been eliminated and this was the last body.

Robert Stropp

B 4

(a) All victims of air crash have been accounted for and identified with the exception of Pfc STROPP which is the last case.

(b) Measured height of remains no. 4 is 66 3/4" which compares favorably with the given height of 66 inches for Pfc STROPP.

(c) Remains no. 4 is of medium-small build. Pfc STROPP weighed 135 lbs.

(d) The teeth recovered with remains no. 4 compare favorably with available dental information in the following instances:

1. - Teeth no. 19 and no. 32 of remains are extracted or unerupted agreeing perfectly with dental information for Pfc STROPP.

(e) Apparent discrepancies concerning fillings mentioned in teeth no. 18, no. 30 and no. 31, which are not present in subject teeth recovered for remains no. 4 is

Name

Points

Robert Stropp (cont.)

B 4

probably due to a misinterpretation of dental remarks prescribing ^ccarious teeth needing repair.

(f) X-ray views have been taken of the recovered teeth and will be compared directly with dental x-ray views being sent from Pfc STROPP's military unit.

Carl Wm. Swallender

B 28

(a) Victim was described as wearing a plain 14 carat yellow gold wedding ring*. A similarly described ring was found on the remains. This ring was of a large size and the physical characteristics of the victim indicate he is a stocky man.

(b) Available dental information from U.S.A. concerning victim SWALLENDER is very meager. Teeth recovered with remains 28 are incomplete and with one exception do not coincide with dental areas described in dental records available for SWALLENDER. Tooth no. 21 of remains was broken off by crash impact but shows evidence of a distal filling having been present and coinciding with dental records of victim SWALLENDER who

* SIZE MATCHED
TRADE NAME MATCHED
BEADING MATCHED

Name

Points

Carl Wm. Swallender (cont.)

B 28

had a distal amalgam filling in tooth no. 21. The limited dental information available for victim SWALLENDER indicates gold inlays in the two upper central incisors (now missing) and it is noted that two of the few recovered teeth for remains no. 28 have gold crowns. It is further noted that the recovered teeth do not match any of the known dental information available for other victims of subject aircrash.

* SIZE MATCHED
BRAND NAME "AVENUE"
MATCHED
SHOE STYLE MATCHED
MANNER OF LACING
MATCHED

(c) A portion of a shoe was found on the body bearing a size 11A. ^{**} Attention is directed to the fact that the victim was a large man.

(d) Victim's reported that he wore a ring on his right hand. The photograph of the victim shows a ring on the right hand

b6
b7C

(e) Victim was described as possessing a muscular build and a photograph of the remains verifies this.

George William Young

B 9

(a) On the outside material of the right pants pocket was written the following: "G (or C) W. Young". The victim's name is George W. Young.

Name

Points

George William Young
(Cont.)

B 9

- (b) A description of 5 gold crowns on 5 molars on the left lower jaw coincides exactly. The upper jaw was missing entirely.
- (c) The teeth are worn sufficiently to place the remains in the upper age bracket. The victim is 49 years of age.
- (d) The remains show the victim was of large physical build which coincides with his description.

A Canadian

Victor Maes

B 44

- (a) The victim is a Canadian. On the remains were found a package of cigarettes, "EXPORT" brand, which is made in Canada. 4 cigarettes had been used from the package.
- (b) Victim was described as wearing a dark green checked suit. Similar suit material was found on the remains.
- (c) His states most of his teeth are missing on the top jaw (whole left of upper jaw missing) and that the back teeth on both sides of the lower jaw were also out. Examination of the remains showed

b6
b7C

Name

Points

Victor Maes (cont.)

B 44

that the teeth found were decayed and were in extremely poor condition. It appears that the victim never had restorative dental work done. The teeth on the remains are worn down possibly from food other than an American diet. (The victim is a Canadian who was born in Belgium.)

(d) According to the German doctor, x-rays of the victim's skeletal structure show that he was accustomed to heavy labor. The victim's occupation was that of a farmer.

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Mohr

DATE: February 27, 1961

FROM : C. L. Trotter *l.h.1.*SUBJECT: CRASH OF SABENA AIRLINES FLIGHT 548
707 JET
BRUSSELS, BELGIUM
FEBRUARY 15, 1961ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mrc

Tolson	_____
Parsons	_____
Mohr	_____
Belmont	_____
Callahan	_____
Conrad	_____
DeLoach	_____
Evans	_____
Malone	_____
Rosen	_____
Tavel	_____
Trotter	_____
W.C. Sullivan	_____
Tele. Room	_____
Ingram	_____
Gandy	_____

Sabena Airlines Flight 548, a Boeing 707 jet aircraft, departed New York City's Idlewild International Airport at 8:30 P. M. on February 14, 1961. On board were 61 passengers and a crew of 11. Of the 61 passengers, 49 were American citizens. Numbered among the 49 Americans were 18 young male and female members of the U. S. Figure Skating Team together with their coaches and some parents. (The U. S. Figure Skating Team was en route to the World Championship Competitions at Prague, Czechoslovakia.)

The aircraft was due to land at Melsbroeck Airport, Brussels, Belgium, at 10:00 A. M., 2-15-61. The plane came in on time, made one wheels down approach to the airstrip without radio contact with the field and suddenly veered off from this approach, attempted to climb again and, for some unknown reason, as it circled the field it crashed some three miles north of the airport near the small village of Berg. The reason for the crash has not as yet been determined. Witnesses say the plane seemed to lose power some 500 to 1,000 feet off of the ground just before it plunged.

In addition to the 72 individuals on board the aircraft, a farmer working in a lettuce field was killed and another farmer seriously injured. Total lives lost -- 73. After crashing to the ground, the aircraft caught fire. As a result, the remains of the victims of the crash suffered considerable impact and incineration damage. In fact, 25 of the victims' remains were so charred and crushed it was at first believed that it would be impossible to establish their identities. This particular accident was described as the worst in Sabena's history and was the first involving a regularly scheduled commercial Boeing 707 jet. *A*

At 11:30 A. M. on Thursday, 2-16-61, Bureau Legal Attache, William Doyle, who is assigned to the Paris, France, Office, advised by long distance telephone that the American Embassy in Brussels had received a

ENCLOSURE ATTACHED

Enclosure

1 - Mr. Belmont (Attention: Liaison Section)

1 - Mr. Callahan

1 - Mr. DeLoach

CLT:VH
(6)

ENCLOSURE

53 MAR 28 1961

REC- 61

67-48477-80

MAR 16 1961

EX 101

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b7c

Memorandum to Mr. Mohr

request from the Belgian Government and Sabena Airlines desiring the assistance of the FBI disaster identification squad to assist in identifying the victims. At approximately the same time, the U. S. State Department in Washington received a similar request from Brussels, Belgium, and likewise had a telephonic request from the Belgian Embassy here in Washington for the services of the FBI disaster squad. These requests were immediately presented to the Director who authorized the dispatch of the FBI disaster squad to Brussels, Belgium, to assist in identifying the victims.

The New York Office was instructed to procure a passenger listing, forward this to the Bureau's Identification Division and to immediately institute inquiries to ascertain as much background data on the American passengers as could be assembled. The New York Office was designated as office of origin for this type information. Prior to the departure of the disaster squad from Washington, some of these names were searched against our files and the fingerprints believed to be identical with some of the victims were taken by the squad to Belgium. The New York Office performed in a highly commendable fashion in securing the background data on the passengers which facilitated our file searches here in Washington and also, with the assistance of numerous field divisions, procured detailed descriptive data as to clothing, jewelry, dental charting and scars, marks, operations and peculiarities of the 49 Americans so as to assist in every way possible the identification processes of these people. I cannot praise too highly the tremendous job that was done by our New York Office.

The FBI disaster squad consisting of Latent Fingerprint Examiners

[redacted] Special Agent Supervisor [redacted] and the writer left Washington, D. C., at 4:45 P. M. on 2-16-61. We proceeded from LaGuardia Airport in New York to Idlewild Airport and boarded a British Overseas Airways 707 jet for London, England. (Transportation charges both ways were paid by Sabena Airlines.) We left New York City at 10:15 P. M. and we were originally scheduled to arrive in London, England, at 9:00 A. M. on 2-17-61. Fog over the London Airport, however, precluded our landing at that location and, after circling for some 30 to 45 minutes, it was announced that we would proceed to Prestwick, Scotland, (near Glasgow) some 200 miles to the north and there effect a landing. We arrived at Prestwick, Scotland, at 11:00 A. M., Scotland time. We were delayed on the ground at this point until 2:00 P. M. at which time we took off again for London. We finally reached London at 3:05 P. M., London time. We were immediately transferred to a British European Airways Viscount and departed London at 4:00 P. M. for Brussels, Belgium. We arrived in Brussels, 6:00 P. M. (Based on Eastern Standard Time traveling -- we left Washington 4:45 P. M. and arrived in Brussels, Belgium, at noon the next day.)

Memorandum to Mr. Mohr

On arrival at the Brussels, Belgium, Airport, we were met by the American Consul, Basil McGowan, and a French translator, [redacted] [redacted] After checking into a hotel, we proceeded immediately to the Palais Justice Building (equivalent of U. S. Justice Department Building.) The American Consul introduced us to the Commissioner of the Belgian Police Judiciaire (Judicial Police), M. Georges Van-Cakenberghe. This gentleman, who seemed to have primary responsibility in the identification of the victims, was most kind and courteous. He briefed us on what had transpired thus far in the way of identifying the crash victims. It was explained to him and to all others with whom we came in contact that the purpose of the FBI disaster identification squad was strictly to assist in identifying the victims of the crash and that we were in no way investigating the cause of the crash nor were we there to interfere with their normal legal processes. Mr. Van-Cakenberghe took us then to the King's Attorney, M. Raymond Charles, (Charles is known as Le Procureur de Roi -- the King's Attorney or the equivalent post of Attorney General of the United States.) Our purpose was similarly explained to Mr. Charles. He likewise was cooperative. At this juncture, Mr. McGowan, the American Consul, left us and we saw no more of him except by occasional contact when we needed something from the American Embassy. The translator, [redacted] remained with us throughout our entire stay and was of inestimable help.

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b7C

b6
b7C

We reached the Brussels City Mortuary accompanied by Mr. Charles and Mr. Van-Cakenberghe at approximately 8:00 P. M. on 2-17-61. A preliminary examination was made of the some 35 bodies still remaining at this particular location. The incineration of these remains was almost unbelievable. In the majority of instances, the arms were burnt completely off and the legs up to the knees had been destroyed similarly. Only a few small scraps of clothing remained on some. The heads were crushed and the bones were fractured in numerous places. It was now some 58 hours after the crash and decomposition was well under way. No preservatives and no refrigeration had been provided to retard decomposition. The quarters were small and cramped and it was necessary to pick a passage over, through and around the remains. The sight was horrible and the smell was worse.

We arranged with the Belgian authorities to furnish us a complete listing of what they had done in the way of identifying the passengers, including the American victims. This was typed during the night of 2-17-61 and a copy in French handed to us on the morning of 2-18-61. It was necessary to have this translated and, in spite of the fact that it was Saturday, 2-18-61, four translators of the American Embassy were called in to perform this task.

Memorandum to Mr. Mohr

We commenced our detailed identification processes on Saturday morning, 2-18-61. We first proceeded to Melsbroeck Airport where we were told that the remainder -- some 38 victims' remains were located. (The line of communication was at first rather difficult. While some of the Belgian police officers spoke a little English, it was easy to misunderstand and misinterpret each other and as a consequence progress was at first necessarily slow.)

At the Melsbroeck Airport we found a small chapel where a formal funeral service was about to take place for all of the Belgian victims of the crash who at that point had been identified by the Belgian authorities. This included all of the Sabena crew. These bodies were all in sealed caskets in the chapel -- relatives were present -- a guard of honor had been established -- numerous floral wreaths were on display and hearses were drawn up in front of the chapel for the purpose of transporting the remains of these people to cemeteries immediately following the forthcoming service. We took a strictly preliminary look at this situation and left. Approximately one mile from this small chapel was a Quarantine Building that had been turned into a temporary morgue. Here, the bodies of 17 "identified" Americans had been taken by the Belgian authorities. Three of these were in sealed coffins. A little difficulty was encountered initially in examining the remains of these victims for possible fingerprints since the Belgians felt they had made good identifications and could not see the necessity for our trying to obtain fingerprints from the remaining 14 bodies which were then encased in plastic bags.

The Belgian Police made available to us copies of photographs of these victims and, after examining these through a magnifying glass, it was pointed out to the Belgian authorities that some of the fingers on these remains had not been inked for fingerprinting. As an illustration, the case of American victim, Army Captain Richard Robinson, was used. We could see from the photograph of Robinson that one hand would yield fingerprints. The Belgians said he had been identified by pocket contents and this should be enough. We diplomatically insisted, however, that fingerprints be taken. As a result, Robinson was positively identified by us through his fingerprints. (In several cases later to be described it was well that we did insist on fingerprinting all remains we could.)

We slit open the plastic bags of the 14 victims not in sealed coffins and were able to secure prints from some of these -- specific identities are contained in our notes. We did not ask that the seals be broken on the three caskets already sealed at that location. (Later, it will be explained how one of these was an erroneous identification and how we solved this.) After obtaining as much fingerprint identifying data as possible at this location, we then proceeded to the mortuary in the City of Brussels where the remaining 35 bodies

Memorandum to Mr. Mohr

were kept. (While the fingerprint work was going on at the Melsbroeck Quarantine Building, one member of the FBI disaster squad had been dispatched, together with the Army mortuary team (3 men) to the Brussels Mortuary for the purpose of obtaining fingerprints and dental charts of these 35 victims.) We worked at this location until approximately 1:00 A. M., Sunday morning, 2-19-61.

Due to the advanced state of decomposition, the King's Attorney indicated he would like to place the remains in sealed coffins as quickly as possible. As time went on it became increasingly obvious that he was fearful of public health matters and it was obvious that he was most concerned over this. The King's Attorney, Mr. Charles, was advised from the very outset that we would interpose no objection to the normal health and legal processes of his country and that if he desired to seal the remains at any time we would absolutely interpose no objection. (In addition to our rather limited processing of these remains, it should be pointed out that the Belgian authorities had already gone over these bodies themselves and removed rings, jewelry, scraps of clothing, etc., which they thought might assist in the identifying processes later. Their examination, however, was not thorough. They did not do detailed dental charting nor did they remove all of the rings, jewelry, etc., that could be obtained as will be later pointed out.)

On Sunday morning, 2-19-61, the King's Attorney stated that he was going to seal the bodies in coffins and, accordingly, we withdrew our body processing teams and began to assemble the data in case files by number. A room in the Police Headquarters Building was assigned us and Belgian staff officers were detailed to assist in every way possible. At this juncture, it became apparent that no orderly numbering of the bodies of the victims had occurred from the very outset. The Belgian doctors explained to us that they worked in three teams. Whenever a body was "identified" -- from pocket contents, rings, jewelry, etc. -- it was not assigned a number but a tag was placed on the body signifying the name of the individual. This procedure was followed by all three medical teams. The three teams then split up and used different numbering systems. The first team took all odd numbers, i. e., 1, 3, 5, 7, etc. The second team took all even numbers, 2, 4, 6, 8, etc., while the third team took the letters of the alphabet, a, b, c, etc. (The team with the alphabet later converted their alphabet into numbers starting at 100 for a, 99 for b, 98 for c.) All of the foregoing was another handicap. When this first became obvious to us at the Melsbroeck Quarantine Station, we prepared our own numbering system to cover those "identified" Americans who had absolutely no number whatsoever. Tags were affixed to these remains bearing an "F" number (for FBI) and our numbering system will prevail on the Americans "identified" by the Belgians and who were assigned no numbers by them.

Memorandum to Mr. Mohr

To continue with our activities commencing Sunday morning, 2-19-61: We set up case files on all unidentified Americans at this point, prepared a master key of the Belgian numbering system, posted the names of all unidentified Americans on a large board and started the detailed task of examining scraps of clothing, dental charts, fingerprints, jewelry, scraps of hair and photographs of each of the victims, the latter having been taken by the Belgians. It at first seemed that from the impact and incineration damage that it would be almost impossible to identify all of the victims. In the final analyses, however, I think we were most successful.

There is attached a detailed report (32 pages) of how all 49 of the American victims were finally separated. On page 3 will be found a listing showing 16 Americans positively identified by fingerprints by the FBI disaster identification squad. Commencing on page 5 may be found the list of 11 Americans who were processed by the Belgians and the reasons upon which they based their identity of these people. Commencing on page 10 will be found a listing of 22 Americans plus one Canadian for whom "identifying points" were located on the remains together with the data the FBI was able to develop which would strongly indicate the true identities of these people.

I desire to call attention to the fact that this report, a copy of which was left with the Belgian Police, Sabena and the American Embassy in Brussels, clearly indicates that the FBI will only certify positively to the identities of the 16 Americans we were able to identify through fingerprints. The report also clearly points out that the absolute finality of the identification of the 22 Americans and one Canadian upon whom "identifying points" were obtained would be the responsibility of the Belgian authorities and not the FBI. In other words, we had assembled as much data as we possibly could and presented it to the Belgian authorities and any certificates of identity would necessarily have to emanate from the Belgian authorities on these latter 23 victims. (In my own mind, however, I am satisfied that these 23 victims have been identified.)

SOME CASES ERRONEOUS IDENTIFICATIONS RECTIFIED

We were able to point out to the Belgian authorities three instances of erroneous identifications which had been made by them. It will be recalled that there were three bodies in sealed caskets at the Melsbroeck Quarantine Building. On one of the caskets the name of Walter Powell had been written. A body (Belgian #95) was found among the 35 worst cases in the morgue, however, and this yielded one fingerprint. We identified this fingerprint with a print from our files as Walter Powell. It was pointed out to the Belgian authorities that the

Memorandum to Mr. Mohr

body in the sealed casket was not that of Powell and that it would have to be opened. The casket was brought to the mortuary and, when opened, was found to contain the remains of a woman. From rings still on the left hand plus some clothing and other factors we later determined that this woman was Louisa Hartshorne. (Powell was an 80-year-old resident of Saint Louis, Missouri, while Louisa Hartshorne was a 52-year-old woman from New York City. She was an Administrative Assistant to the Dean of Columbia University.)

The bodies of two sisters, Sharon Lee Westerfeld and Stephanie Westerfeld -- both members of the figure skating team -- had been mixed up. Stephanie had been identified as Belgian #16. Sharon had not been identified. We were able to tell the Belgians that Stephanie was their #100 and Sharon was their #16. The Denver Office had forwarded to the New York Office, which in turn had sent on to us, the driver's licenses of these two sisters. The thumb prints on these two driver's licenses provided the key to unravel this mix-up.

There were three members of the Owens family -- U. S. figure skating team -- on board. The mother, Mrs. Maribel Vinson Owen, was for many years a champion figure skater and, I believe, lost the Olympic title to Sonja Henie. She trained her two daughters, Laurence Owen and Maribel Yerva Owen, to also be champion figure skaters. The youngest daughter, Laurence, age 16, had just the preceding Sunday won the U. S. Women's Figure Skating Championship at Philadelphia, Pennsylvania. Laurence had been identified by the initials "L. O." on a portion of her underwear by the Belgian authorities. They had, however, mixed up the mother and the daughter both of whose first names were Maribel. Through dental charting and comparison with the assistance of the Army mortuary dentist, we were able to tell the Belgian people: (1) The dental charts on Laurence matched and they were correct in their previous identification of this victim. (2) Through similar processes, however, we were able to tell them that a body (Belgian 99), which they had previously identified as Mrs. Maribel Vinson Owen, was actually Miss Maribel Yerva Owen. (3) Later, one of the unidentified bodies (Belgian 52) was found to be Mrs. Maribel Vinson Owen.

SOME INTERESTING TECHNIQUES

Laurie Hickox -- a 15-year-old member of the U. S. Figure Skating Team from Colorado Springs, Colorado. She skated with her brother William in a dance team combination. Through the New York Office we learned she was wearing a DeMolay sweetheart ring -- the charred remains of such a ring was found on a finger of #B 18. We were also told she was wearing a black and white check suit or dress -- scraps of a similar material were found on B 18 remains. She was said to be wearing underpants with a floral design on the left side only. A scrap of such a garment bearing such a design was found on the remains. It was known

Memorandum to Mr. Mohr

she was a skater. On top of her underpants, scraps of remains of two pairs of skating tights were found and evidently she had been wearing these under her normal street clothing. The dental chart from the remains matched excellently with the known life time dental chart of the victim. Our Agents from her home in the United States were able to obtain two latent fingerprints from a skating trophy she had previously won. The disaster squad was able to obtain a right thumb print from the remains of the victim and this was identical with the latent print on her trophy.

Donna Lee Carrier -- age 20, a figure skater from North Hollywood, California. We examined the remains of victim #B 22 and found a fourteen carat yellow gold ring with an opal stone supported by four gold prongs. It was a female. It appeared that this was a birthstone and opal is the birthstone for October. We examined our passenger listing and found two females who were born in October. One was Donna Lee Carrier and the other was Stephanie Westerfeld. Later information showed that Donna Lee Carrier was wearing such a ring. We found long/ash blond hair on the victim. A photograph of Carrier showed similar hair. Carrier was described as wearing a black knit dress and a piece of similarly described material was found on the remains. Carrier was said to be wearing a white pantie girdle with long legs. We found a white girdle inscribed "Olga Corsetry -- Lady Long Legs." We asked New York by cable to find out the brand name of Carrier's girdle and back came the answer that it was Olga Corsetry. To cinch this case, Agents of the Los Angeles Office processed her bedroom and sent us lifts of latent fingerprints found on her dressing table articles, etc. We identified the left index finger with a single print we had been able to obtain from the victim's remains.

William Robert Kipp -- age 18, a figure skater from Downey, California. We had worked down to 6 male victims left and these were the most difficult cases. The New York Office told us that Kipp wore Munsingwear undershirts, size 36 medium. We found a scrap of Munsingwear T-shirt inscribed size 36 on remains #B 94. New York told us Kipp wore jockey shorts by Munsingwear -- we found a piece of Munsingwear jockey shorts on remains #B 94. New York told us he wore Arrow shirts and gave us three different laundry marks from shirts in his dresser drawer. We found an Arrow shirt and through infrared photography developed one of these three laundry marks. The teeth matched and the physical characteristics -- height, 5 feet, 7 inches; weight, 125 pounds -- matched.

There were numerous other instances where, through excellent background investigative work by Bureau Agents in the United States, we were furnished with identifying factors which enabled us to work the remains of these victims down to a point where points of identity seemed to conclusively match in all instances. It was slow, painstaking and tiring work. (The four members of the FBI disaster squad in Brussels, Belgium, averaged better than 10 hours a day overtime -- excluding travel overtime.)

Memorandum to Mr. Mohr

• APPRECIATION OF BELGIAN AUTHORITIES

The FBI disaster squad had been working less than 48 hours in Belgium when it became quite obvious that the Belgian authorities had developed a deep respect for our methods and techniques. While at first they seemed to be impatient and wished to dispose of the victims' remains in the quickest way possible -- they later changed completely and appeared to be openly fascinated with the events that transpired. They kept two or more observers with us all the time on a 24-hour basis and while these observers were ostensibly placed with us to assist they did not hesitate to say that the work they saw was superb and beyond anything they had ever previously come in contact with. The Chief of Police and the King's Attorney made unscheduled visits to our headquarters and kept themselves advised on our progress. (The King's Attorney even came in two times on Sunday -- an unheard of thing in Belgium.)

Long before the conclusion of our work, they asked if we would give a lecture to the top members of their department and tell them how we worked and how they could better themselves and improve their operations in the event a similar case occurred in Belgium in the future. We acceded to this request and just before we left their headquarters an informal discussion of approximately one hour took place attended by some 35 top members of the Belgian Police. I explained the FBI's disaster procedures and they were given the opportunity of asking any questions they desired. I thought it particularly admirable that Van-Cakenberghe stood up at the conclusion and unhesitatingly told his people of the three erroneous identifications they had made and how the FBI had been able to rectify these mistakes. All were unstinting in their praise. The King's Attorney, M. Charles, insisted that we come by his house en route to the airport on Friday afternoon as we commenced our journey home for coffee and to meet his wife and children. He requested that his deep appreciation be extended to Mr. Hoover for allowing the disaster squad to assist them in this case and he indicated that he would send through State Department channels a letter of appreciation to Mr. Hoover.

As previously indicated, a copy of our report showing the identifying processes on all of the 49 American victims plus one Canadian was left with the Belgian Police, the American Embassy and Sabena. (It was necessary for us to process the one Canadian since his remains were mingled with those of the Americans.) For the most part, however, we confined our identification activities to the Americans only. The original of the above-described report is attached hereto. This will serve as our permanent record of the identifying work on each of the 49 Americans and the one Canadian.

DENTAL ASSISTANCE

Of immeasurable help was a member of the Army Mortuary Team who worked with us constantly providing dental identification assistance. This

Memorandum to Mr. Mohr

man was [] U. S. Army Quartermaster Mortuary System, Frankfort, Germany, APO 757, New York City. Initially, the entire mortuary team worked with us -- 2 days -- and [] was left with us to continue the dental work. He performed in a most outstanding manner and I am recommending a letter of commendation from the Director for him. It should be borne in mind that impact and incineration damage to the remains in many instances allowed for only mediocre and incomplete charting of identifying dental characteristics. It should further be borne in mind that in some instances we could not secure the absolutely up-to-date dental chart of some of the victims. As a consequence, it was necessary to painstakingly compare what could be found with what already was known. In other instances, it was necessary to systematically eliminate known dental peculiarities with the remains of all victims in order to arrive at all possible points of identification. Neep did this in a most admirable fashion.

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PRESS

The Belgian press announced our arrival there and United States newspapers carried this story all the way to the West Coast. The Belgian Police did not appear to have too much respect for the power of the press. Initially, they totally ignored all newspaper reporters and would give them absolutely no information officially. This was especially true in the identification processes. We did not know this due to our lack of understanding of the language and customs of the Belgian Police authorities. The first indication we had was a small squib furnished us by our translator who said the papers carried a story, about the fourth day of our operations, that 20 or more bodies would be shipped back to the United States without being identified where the identification processes would continue. (I immediately dispatched a cable to the Bureau reporting this and citing the absolute falsity of this information.)

When this story appeared, I concluded that public refutation should come from the top Belgian Police authorities and I, therefore, made known my views to M. Van-Cakenberghe who in turn conveyed these to the King's Attorney, M. Charles. I told these gentlemen that I felt the press should be given a complete account of why the FBI disaster squad was there, what they were doing and the degree of success with which identifications had been accomplished up to that point. Both of these gentlemen were quite upset over this turn of events and assured me they would call in all of the newspaper representatives of the Brussels papers -- both French and Flemish -- and recite the true circumstances. They said that some reporter had dreamed up the previously described story.

That afternoon all of the newspapers in Brussels -- French and Flemish -- carried a 2-column story wherein the King's Attorney stated that he was well satisfied with the identification processes; that he had personally requested the Director of the FBI to send the FBI disaster squad; that the work

Memorandum to Mr. Mohr

of the disaster squad was remarkable; that the identification processes were proceeding in an orderly fashion and that he fully expected all victims to be identified before the case was closed. We received excellent publicity on this in the two foreign language newspapers. The clippings are being translated and will be placed in our files.

We departed Brussels, Belgium, at 6:15 P. M. on Friday, 2-24-61. We arrived in New York City some 8 hours and 15 minutes later which was then 8:30 P. M., Eastern Standard Time. We cleared Customs and boarded a Northeast Airlines flight to Washington at 11:40 P. M., arriving here at 12:40 A. M., Saturday, 2-25-61.

Recommendations are contained in the summary.

REC- 73

EX-113

March 20, 1961

Council on Alcohol Problems
Suite 450
427 West Fifth Street
Los Angeles 13, California

Dear [redacted]

**ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mr**

I have received your cordial letter of March 10, 1961, regarding representatives of our Los Angeles Office who participated in the identification of [redacted] who died so tragically last month in Belgium. It is always encouraging to receive such generous remarks about my associates, and it was indeed thoughtful of you to communicate with me on this occasion. I know [redacted] will be most appreciative of your kind comments.

Sincerely yours,
J. Edgar Hoover

- 3 - Los Angeles - Enclosures (3)
1 - Mr. Trotter - Enclosure
1 - Personnel file of SA [redacted] - Enclosure
1 - Personnel file of SA [redacted] - Enclosure

NOTE: Bufiles contain no identifiable information concerning the correspondent and there is no record on the Council on Alcohol Problems. [redacted] GS-13, Resident Agent at Burbank out of Los Angeles, [redacted] GS-13, Resident Agent at Burbank out of Los Angeles.

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

JMM:gcb (9)

50 MAR 28 1961

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REC'D - READING ROOM
F.B.I.

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Council on Alcohol Problems

Formerly California Temperance Federation

CAP

Suite 408
427 W. Fifth St.
Los Angeles 13, Calif.
MAdison 4-6089

BERGEN BIRDSALL, Executive Director

March 10, 1961

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Mr. J. Edgar Hoover
Federal Bureau of Investigation
Washington, D.C.

Dear Mr. Hoover:

[redacted] Dona Lee Carrier, age 20, perished in the Sabena air/1105 crash at Brussels, Belgium on February 15th along with seventeen other young people who were representing the United States in World Figure Skating Competition that was to be held in Prague, Czechoslovakia.

I wish to thank you for the important part that the Federal Bureau of Investigation played in identifying the 72 people who lost their lives, including our own young people. I wish to especially commend [redacted] of the Federal Bureau of Investigation for their kindness, sympathy and cooperation. Their effective methods in going through Dona Lee's effects for finger prints, working from nine in the morning until four in the afternoon right through the lunch hour, impressed us greatly.

We especially appreciated their gentlemanly conduct while in our home, and the confidence that they gave us in the efficiency of their methods which lightened the burden and gave us the inner assurance that Dona Lee would eventually be identified. This as you know was a reality.

This is a time of deep sorrow for us in losing our only daughter who worked so hard for so many years to reach the goal, and we wanted to pass on to you the information that the presence of these two men in our home helped to lighten our burden and gave us reassurance and confidence.

Sincerely yours,

[redacted signature]

REC-73

64-48477-81

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FCC/ns

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/MG

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act: 3-20-61
JMM: jpc

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Mohr

DATE: February 27, 1961

FROM : C. L. Trotter *b-2*

Tolson _____
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 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____

SUBJECT: CRASH OF SABENA AIRLINES FLIGHT 548
BRUSSELS, BELGIUM
2-15-61

**ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED**

SUMMARY

DATE 9/9/81 BY SP-8 BJS/TMM

Captioned airliner, a Boeing 707 jet, flying between New York and Brussels, crashed near Brussels Airport on morning of 2-15-61. All 72 on board and one Belgian citizen on ground killed. 49 American citizens, including 18 young members of U. S. Figure Skating Team, included in crash victims. Considerable impact and incineration damage to remains. Director approved dispatching FBI disaster squad to assist in identifying victims after request received from Belgian Government through State Department.

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Disaster squad successful in positively identifying 16 Americans by fingerprints. On 22 other Americans and 1 Canadian, sufficient identifying points developed at disaster scene and by investigation in United States to establish identities of this grouping also. (All others, which were less difficult cases, identified by Belgian authorities prior to arrival of disaster squad.) Two of the fingerprint identifications involved unusual technique of procuring latent fingerprints from personal articles of two skaters in U. S. and comparing these with fragments of prints recovered from remains in Belgium. Two other skaters identified through thumb prints on their Colorado driver's license. Other unusual techniques involved disclosure of known needle point by X ray in foot of a victim -- shoe size, brand name and unusual manner of lacing of shoe on another victim -- laundry mark developed by infrared photography on another victim -- dental charting and comparison with assistance of U. S. Army dental expert -- ear lobes pierced on female victim coupled with other factors in this case, and jewelry and clothing characteristics.

Belgian Police authorities, including King's Attorney (tantamount to U. S. Attorney General), most appreciative and are forwarding letter to Mr. Hoover through State Department channels so stating. Belgian authorities were caught in three erroneous identifications by disaster squad and these were rectified. One involved remains of female who had been placed in sealed casket and identified as a male. At conclusion of case, top Belgian Police authorities asked that

ENCLOSURE

1 - Mr. Belmont (Attention: Liaison Section)
 1 - Mr. Callahan
 1 - Mr. DeLoach
 CLT:VH (6)

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Memorandum to Mr. Mohr

lecture on our techniques and procedures be given so that they would know what to do in the future. This request acceded to. Belgian Police Chief at conclusion of lecture stood up and, after acknowledging heartfelt thanks of his Government for FBI assistance, proceeded to tell his own staff how they had erred in the three erroneous identifications and how the FBI was able to rectify their mistakes. Erroneous press report appeared in Brussels French language paper stating some bodies would be shipped back to U.S. unidentified. When this came to my attention, I conferred with top police authorities and learned they had given press absolutely nothing and that this was false story. At my suggestion they called in representatives of Brussels papers, furnished official denial of this erroneous report and praised unstintingly work of FBI in identifying crash victims. This latter story received two-column prominence in Brussels papers and wire services carried it to U. S.

Case was most difficult in that our processing of remains was delayed almost 72 hours after crash occurred -- damage and burning of the bodies were considerable -- working quarters cramped -- no preservatives or refrigeration afforded remains -- and difficulty of language barrier and communications had to be overcome. Members of disaster squad averaged better than 10 hours per day overtime. Outstanding work performed by many and recommendations will cite this.

RECOMMENDATIONS

1. Letter of commendation to SAC Foster, New York Office, to include all Agents of that office who were instrumental in securing detailed background data concerning American crash victims to facilitate fingerprint file searches and orderly processing of remains in Brussels. New York was point of origin of flight and assembly of this data required work not only in New York but intelligent lead handling in many Bureau offices throughout U. S. The New York staff performed in an outstanding fashion.

2. Letter of commendation to Army mortuary dental identification technician, [redacted] whose address is contained in detailed memorandum attached and who rendered invaluable assistance in dental charting and interpretation at crash scene.

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Being handled separately by Crime Records

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Memorandum to Mr. Mohr

3. Letter of appreciation and commendation to U. S. Embassy employee, [redacted] American Embassy, Brussels, Belgium, who was our translator and liaison man with Belgian Police. [redacted] worked the same hours as we, was with us constantly, advised and counseled on customs and administration of Belgian Police and was of invaluable assistance.

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Being handled separately by Crime Rec. Mr.

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4. Letters of commendation to members of Bureau disaster squad, Special Agent Supervisor [redacted] and Latent Fingerprint Examiners [redacted] who again performed in an outstanding fashion on a most difficult assignment.

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Being handled separately by Mr.

✓

Done 3-1-61 aff

5. That a letter go forward to the Attorney General and Deputy Attorney General advising of the successful conclusion of the identification of these crash victims.

✓

Agree and Recommend

Done 3-1-61 aff Trotter be commended.

✓

GMC 2/28

DETAILED MEMORANDUM ATTACHED

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1-Trotter

1-Liaison

1- [redacted]

LEGAL ATTACHE, PARIS (64-694)

March 24, 1961

DIRECTOR, FBI

64 48477-84

CRASH OF SABENA AIRLINES FLIGHT 548 -
707 JET, BRUSSELS, BELGIUM, 2-15-61

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REC-87

EX 104

Reurlet 3-9-61.

Attached are two copies of transcriptions of the recorded conversations concerning the handling of Sabena Flight 548 on February 15, 1961, by Idlewild Tower and New York Air Route Traffic Control Center. These were made available to Bureau Liaison by [redacted] Bureau of Air Traffic Management, Federal Aviation Agency (FAA).

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[redacted] advised there are no recordings available of the contacts between Sabena 548 and the Ground Control Intercept (GCI) sites which provide radar service under the Civil Jet Radar Advisory Service (CJRAS) program. He also advised that Boston Center had no contact with the aircraft; all handling in the Boston area had been accomplished by the GCI site controller. Boston Center reported, however, that the flight was routine.

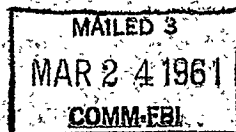
[redacted] advised that FAA had received a request for the above information by letter dated 2-17-61 from R. Lecomte, Le Directeur General, Regie Des Voies Aeriennes, Brussels, 45 Avenue des Arts. This letter was delayed in translation and did not come to [redacted] attention until after the Bureau's request, and he is advising the correspondent that the requested transcriptions are being furnished via your office.

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Enclosures (2)

1 - Foreign Liaison Unit (detached)

RHH:sap (7)



Tolson _____
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Conrad _____
DeLoach _____
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Trotter _____
W.C. Sullivan _____
Tele. Room _____
Ingram _____
Gandy _____

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 7/9/81 BY SP-9BTS/mh

50 MAR 30 1961

MAIL ROOM

TELETYPE UNIT



THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA
American Embassy
Paris 8, France

Date: March 2, 1961

To: Director, FBI

From: Legat, Paris (64-694)

Subject: CRASH OF SABENA AIRLINES FLIGHT 548 -
707 JET, BRUSSELS, BELGIUM, 2-15-61

Mr. Firmin Franssen, Commissaire General aux Delegations Judiciaires, Police Judiciaire, Palais de Justice, Brussels, Belgium, on 3/7/61 requested Bureau assistance in obtaining transcripts of conversations between the pilots of captioned aircraft and radio control stations in the United States during the course of the aircraft's trip from New York to Brussels on 2/15 last. Mr. FRANSSEN indicated that in all probability the aircraft would have been in contact with radio control stations located in New York and Boston. He solicited any comments that personnel at these radio stations might have which would have a possible bearing on the crash of the Sabena airplane. He stated that inquiry he had conducted in Belgium indicated that this information might possibly already be available at the Federal Aviation Agency, 1711 New York Avenue, Washington 25, D.C., Attention M.S. 120.

It would be appreciated if appropriate inquiry could be conducted at the Bureau's earliest convenience in order to obtain the information required by Mr. FRANSSEN in this investigation into the causes of the crash of the above mentioned Sabena airplane.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

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DATE 7/9/81 BY SP-8 BTJ/m

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EX 100 REC-87

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March 21, 1961

REC-61 64-48477-85

[Redacted]

The United States Figure Skating
Association
400 West Avenue
Rochester 3, New York

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP8 BTJ/mmc

Dear [Redacted]

I have received your very thoughtful letter of
March 9 regarding assistance furnished by the FBI Disaster
Squad following the recent calamitous crash of a Sabena Air
lines Boeing 707 near Brussels, Belgium.

My associates and I feel that any technical aid
and skill which we are able to contribute on such occasions
can never equal our earnest desire to be of greater service.
You can be sure Assistant Director C. Lester Trotter and each
of the men who accompanied him to Belgium appreciate, as I
do, your kind sentiments.

Sincerely yours,

J. Edgar Hoover

MAILED 9
MAR 22 1961
COMM-FBI

1 - Mr. C. Lester Trotter - Enclosure

NOTE: Bufiles contain no derogatory information identifiable
with [Redacted]

AFH:bew (4)

MAIL ROOM

TELETYPE UNIT

50 MAR 31 1961

- Tolson
- Parsons
- Mohr
- Belmont
- Callahan
- Conrad
- DeLoach
- Evans
- Malone
- Rosen
- Tavel
- Trotter
- W.C. Sullivan
- Tele. Room
- Ingram
- Gandy

THE UNITED STATES FIGURE SKATING ASSOCIATION

OFFICERS

F. Ritter Shumway, First Vice-President
400 West Avenue
Rochester 3, New York

March 9, 1961

President
Howard D. Herbert
225 Paul Drive
Moorestown, N. J.

First Vice-President
Eastern Chairman
F. Ritter Shumway
400 West Avenue
Rochester 3, N. Y.

Second Vice-President
Midwestern Chairman
George B. Jenkinson
213 Pan American Building
Tulsa, Okla.

Third Vice-President
Pacific Coast Chairman
John R. Shoemaker
220 Bush Street
San Francisco 4, Calif.

Secretary
Col. Harold G. Storke
P.O. Box 985, Allerton Station
Hull, Mass.

Treasurer
Carl W. Gram, Jr.
375 Park Avenue, Room 3401
New York 22, N. Y.

STANDING COMMITTEE CHAIRMEN

Amateur Status
Dr. Nelson F. Waters
254 Ridge Road
East Lansing, Mich.

Competitions
Spencer E. Cram
22400 Canterbury Lane
Shaker Heights 22, Ohio

Dance
Harry N. Keighley
2647 Eastwood Avenue
Evanston, Ill.

Dance Judging
Deane E. McMinn
2248 247th Street, Box 433
Lomita, Calif.

Figure Judging
Henry R. Heebner
248 Hathaway Lane
Wynnewood, Penna.

Finance
Winston L. Molander
1309 West Minnehaha Parkway
Minneapolis 19, Minn.

International
H. Kendall Kelley
17433 Shelburne Road
Cleveland Heights 18, Ohio

Membership
Howard G. Taylor
839 Holly Hill Drive
Walnut Creek, Calif.

Sanctions
Francis B. Turner
Abbott, Carr, Turner & Smith
53 State Street
Boston 9, Mass.

Summer Skating
Charles E. Ingersoll
2110 Girard Trust Building
Philadelphia 2, Penna.

Tests
Norman E. Fuller
7141 Atlantic Avenue
Long Beach, Calif.

EXECUTIVE COMMITTEE (Elected Members)

Term Expiring August 31, 1961

Henry M. Beatty
Kenneth L. Brown
Otto Dallmayr
James M. Earle
George W. Fisk
William R. Haigler
Delaplaine McDaniel
Harry E. Radix
Douglas O. Woodruff

Term Expiring August 31, 1962

Edmund C. Bold
John P. Hart
Harold Hartshorne
Palmer Hoyt
Robert R. Kierland
William N. Moritz, Jr.
Theodore G. Patterson
Walter S. Powell
Dudley S. Richards

Mr. J. Edgar Hoover,
Federal Bureau of Investigation,
Washington, D. C.

Dear Mr. Hoover:

I am sure that you recall the tragic crash of a Sabena Airlines Boeing 707 near Brussels, Belgium, on February 15, 1961. The entire 1961 World Figure Skating Team of the United States Figure Skating Association was traveling on this airplane, together with their coaches, chaperons and friends. There was a total of 34 in our party.

The problem of identification of the victims was an especially difficult one because of the fire that followed the crash. Your Bureau promptly sent a top notch team to Belgium to assist in this task. After working very long hours every day, Saturday and Sunday included, positive identification was completed of all on board that ill fated plane.

Belgium

of the International Committee of the United States Figure Skating Association had preceded our Team to Europe by 24 hours. As soon as I received the news of the crash I arranged for [redacted] to return immediately to Brussels to represent our Association, and to render any assistance possible. [redacted] has just returned from Europe and has given me a first hand account of the outstanding job that was done by the FBI identification team headed by Mr. Trotter. He tells me that not only were the members of this team of exceptionally high caliber and technically extremely proficient, but that they managed to bring order out of a great deal of confusion that appeared to exist prior to their arrival. He tells me that the Belgian authorities had great respect for the work of the FBI team, and that the methods and procedures

REC- 61

64-18477-5

MAR 28 1961

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 9/9/81 BY SP-8BTJ/mc

ack 3/21/61

AFH/1-10

Mr. Tolson	
Mr. Parsons	
Mr. Mohr	
Mr. Belmont	
Mr. Callahan	
Mr. Conrad	
Mr. DeLoach	
Mr. Evans	
Mr. Malone	
Mr. Rosen	
Mr. Tavel	
Mr. Trotter	
Mr. W.C. Sullivan	
Tele. Room	
Mr. Ingram	
Miss Gandy	



EX-100

MAR 13 1961

172

employed by the FBI team were far in advance of anything--
available in Europe.

From my contacts with all of the next of kin of those who
were in our party I know of the anguish that they experienced
when preliminary reports in the press indicated that
identification would probably be impossible. I also know
of the great relief and gratitude which they experienced
when official news came through that all had been
definitely identified.

On behalf of the next of kin, and also on behalf of the
entire United States Figure Skating Association, I
want to express our very deep gratitude for the
excellent work done by the FBI identification team.
It is appreciated far more deeply than these or any
other words can possibly convey to you.

Would you please pass along to all of the members of
the group that went to Belgium on this difficult identifi-
cation mission, the gratitude which I have expressed
to you.

Very sincerely yours,

[Redacted Signature]

[Redacted Title]

[Redacted Name]

L

b6
b7C

REC-60 4-48477-86 March 10, 1961

AIRMAIL

[Redacted]
[Redacted]
[Redacted] New North America
Federal Belgian World Airlines
Rabens Building
720 Fifth Avenue
New York 19, New York

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP8 BTJ/mh

Dear [Redacted]

Your letter of March 8, 1961, concerning the assistance my representatives afforded your organization in connection with the airliner which in Brussels has been received.

It was indeed thoughtful of you to write to me, and it is good to know that our services were helpful. My associates and I want to thank you for your most generous remarks, and hope you will not hesitate to call on us whenever we can be of aid to you.

Sincerely yours,
J. Edgar Hoover

[Handwritten signature]

- 2 - New York - Enclosures (3)
- 4 - Mr. Trotter - Enclosures (4)
- 1 - Mr. Parsons - Enclosure (sent with copy of Attorney General memo)
- 1 - Mr. Evans - Enclosure (sent with copy of Attorney General memo)
- 1 - Personnel File of SA [Redacted] - Enclosure
- 1 - Personnel File of [Redacted] - Enclosure
- 1 - Personnel File of [Redacted] - Enclosure

NOTE: No record was located in Bufiles concerning [Redacted]

HHA:mca (14) 2 03 6W .PI 10 00 6W .PI
NOTE CONTINUED NEXT PAGE

- Mr. Tolson
- Mr. Parsons
- Mr. Mohr
- Mr. Belmont
- Mr. Callahan
- Mr. Conrad
- Mr. DeLoach
- Mr. Evans
- Mr. Malone
- Mr. Rosen
- Mr. Tavel
- Mr. Trotter
- Mr. W.C. Sullivan
- Tele. Room
- Mr. Ingram
- Miss Gandy

67 MAR 30 1961

mca
rwa
FBI
RECEIVED-DIRECTOR

[Handwritten initials]

[REDACTED]

b6
b7C

NOTE: continued

Special Agent [REDACTED]
as SA, GS-14; [REDACTED] GS-11; [REDACTED]
[REDACTED] as SAA, [REDACTED]

b6
b7C

[REDACTED] GS-11. All three individuals assigned to Identification Division. These FBI employees accompanied Assistant Director Trotter to Brussels in connection with this matter.

See memorandum to the Attorney General regarding [REDACTED] of same date.

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b7C

10:00 AM - 11:00 AM
FBI

SABENA BELGIAN WORLD AIRLINES
SABENA BUILDING - 720 FIFTH AVENUE
NEW YORK 19, NEW YORK

Mr. Tolson ✓
Mr. Parsons ✓
Mr. Mohr ✓
Mr. Belmont ✓
Mr. Callahan ✓
Mr. Conrad ✓
Mr. DeLoach ✓
Mr. Evans ✓
Mr. Malone ✓
Mr. Rosen ✓
Mr. Tavel ✓
Mr. Trotter ✓
Mr. W.C. Sullivan ✓
Tele. Room
Mr. Ingram
Miss Gandy

March 8, 1961

b6
b7C

Dear Sir :

I wish to convey to you our thanks and appreciation for the formidable task performed by your Bureau, both here and in Belgium, in connection with the identification of the American victims killed in our Boeing 707 on February 15, 1961 in Brussels.

The skill, ceaseless energy and smooth cooperation of the one team in New York under [redacted] and the other in Brussels under Mr. Trotter, with our own personnel at both ends, have resulted in prompt and accurate identification of all the American victims, a task which, without your help, might well have never been completed.

We were as much impressed by the kindness as by the professional ability displayed by all the members of those teams and are most grateful to each one of them.

I wish to thank you personally for giving us their much needed assistance in these very trying circumstances. The families of the victims are also very much indebted to your Bureau and I am convinced that they know it and appreciate it as much as we do.

Sincerely yours,

SABENA Belgian world airlines

SABENA Airlines

Mr. J. Edgar Hoover
Director
Federal Bureau of Investigation
U.S. Department of Justice
Washington D.C.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8BTJ/mac

RdV/jd

EXP. PROC.

MAR 9 1961

MAR 29 1961

See index

mil
ack 3-10-61
HHA/jas
14 pernot
3-10-61
jas

Memo DAC
3/10/61
Analysis

Send copy to A.G.
REC-60
MST-16
64-48472-86



FEDERAL BUREAU OF INVESTIGATION

Washington 25, D. C.

REPORT

of the

LATENT FINGERPRINT SECTION

Identification Division

YOUR FILE NO. 32-103

FBI FILE NO. REC-84 61-48477-87

LATENT CASE NO.

April 4, 1961

TO: SAC, Seattle

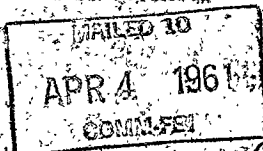
EX 101

RE: CRASH OF SABENA AIRLINES JET
FLIGHT 543, BRUSSELS, BELGIUM
FEBRUARY 15, 1961

REFERENCE: Letter 3-23-61.
EXAMINATION REQUESTED BY:
SPECIMENS:

In accordance with instructions in relet, there are being forwarded to Portland Division with copies of this report, dental charts of Mrs. Ray Hadley, Ila Ray Hadley, and Ray Ellis Hadley, Jr., and two dental X rays of Mrs. Ray Hadley for return to [redacted] together with three identification envelopes. Also being forwarded, although not requested, are a negative and four photographs of the right footprint of Ray Hadley and an identification envelope for disposition.

2 - Portland - Enc. (14)



ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8BTJ/mg

JEB/amr
(6)

Tolson _____
Parsons _____
Mohr _____
Belmont _____
Callahan _____
Conrad _____
DeLoach _____
Evans _____
Malone _____
Rosen _____
Tavel _____
Trotter _____
W.C. Sullivan _____
Tele. Room _____

50 APR 12 1961

John Edgar Hoover, Director

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

MAIL ROOM ☐TELETYPE UNIT ☐

UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI (64-48477)
ATTN: Identification Division

DATE: 3/28/61

FROM : SAC, SEATTLE ((32-106))

SUBJECT: CRASH OF SABENA AIRLINES
JET FLIGHT 548,
BRUSSELS, BELGIUM
FEBRUARY 15, 1961

Reference is made to Bureau letter to Seattle March 14, 1961, wherein mention is made, among other items, of dental charts for ILA, ALVAH and RAY HADLEY; Bureau letter to Los Angeles dated March 13, 1961.

[redacted] furnished dental charts for Mrs. HADLEY and the HADLEY children to Portland for transmittal to New York. It is suggested that if the Identification Division is through with the dental charts, they should be returned to Portland for return to [redacted] as he may want them for his records, unless, of course, other considerations or instructions preclude the return of the HADLEY dental charts.

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Seattle is returning DONNA LEE CARRIER's dental charts to [redacted]

b6
b7C

3 - Bureau
2 - Seattle (32-106)
CNG/dap
(5)

EX 101

REC-84

64-48477-87

U.S. DEPT. OF JUSTICE

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 9/9/81 BY SP-8 BTJ/mc

4-5
MAR 29 1961

hpl

SPJ

ansd 4-4-61
JEB amr

UNITED STATES GOVERNMENT

Memorandum

TO : MR. TROTTER *CTP*

DATE: 5-31-61

FROM :

SUBJECT: CRASH OF SABENA AIRLINES JET
FLIGHT #548
BRUSSELS, BELGIUM
FEBRUARY 15, 1961

Tolson _____
 Parsons _____
 Mohr _____
 Belmont _____
 Callahan _____
 Conrad _____
 DeLoach _____
 Evans _____
 Malone _____
 Rosen _____
 Tavel _____
 Trotter _____
 W.C. Sullivan _____
 Tele. Room _____
 Ingram _____
 Gandy _____

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It is requested that the two attached envelopes containing original notes, newspaper clippings, photos, and information used in establishing the identifications of the victims of this case by the Disaster Squad be filed as bulky enclosures.

RECOMMENDATION:

That this memorandum be referred to the Files and Communications Division for appropriate action.

Enc. (2)

64-48477

b6
 b7C

JEB
 JEB: eaw
 (3)

ALL INFORMATION CONTAINED
 HEREIN IS UNCLASSIFIED
 DATE 9/9/81 BY SP-8 BTJ/mw

~~ENCLOSURE~~
 ENCLOSURE ON BULKY RAMP
 Destroyed 11/16/70 per form
 4-341 dated 11/12/70 pak.

EX 101

REC-23

12 JUN 1 1961

FOUR-LB

78 JUN 7 1961

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Tavel *SM*

FROM : *g*

SUBJECT: *0* SABENA AIRLINES
FOREIGN MISCELLANEOUS

DATE: 11-12-70

Tolson _____
Sullivan _____
Mohr _____
Bishop *MB* ✓
Brennan, C.D. _____
Callahan _____
Casper _____
Conrad _____
Felt _____
Gale _____
Rosen *MR* ✓
Tavel *MR* ✓
Walters _____
Soyars _____
Tele. Room _____
Holmes _____
Gandy _____

b6
b7C

Bulky Exhibit File Number: 64-48477-88

pk.

We are in the process of reviewing all bulky exhibits in order that we may dispose of those which serve no further purpose. Inasmuch as many of the bulky exhibits pertain to inactive cases and are occupying badly needed space, it is requested that the appropriate substantive supervisor review the above-listed bulky exhibit and render a decision as to its retention or disposition. A notation as to the decision reached may be placed on this memorandum. The memorandum should be returned to the Filing Unit of the Records Branch, Room 1116, Identification Building, for filing in the case file.

RECOMMENDATION:

That captioned bulky exhibit be reviewed and a decision rendered as to the retention or disposition of the material.

OTB:per *OTB*

☐ Retain ☒ Destroy ☐ Other Disposition _____

Reason for Decision _____

Signature of Reviewing Supervisor

LFPS

b6
b7C

Destroyed 11/16/70 - gck.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

64-48477-
NOT RECORDED

186 NOV 16 1970

4-0015

78 NOV 1970 DATE 70 9/9/81 BY SP-8 BTJ/mr